The Signalman's JOURNAL

JANUARY-FEBRUARY, 1971

President C. J. Chamberlain's Message

Signalmen Set Strike Date, March 5

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JOURNAL COVER PHOTO

United Aircraft Corporation's TurboTrain that provides service between Boston and New York City under a lease agreement by DOT is shown in Providence station with the Rhode Island State Capital in the background.

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.
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A Message From President C.J. Chamberlain

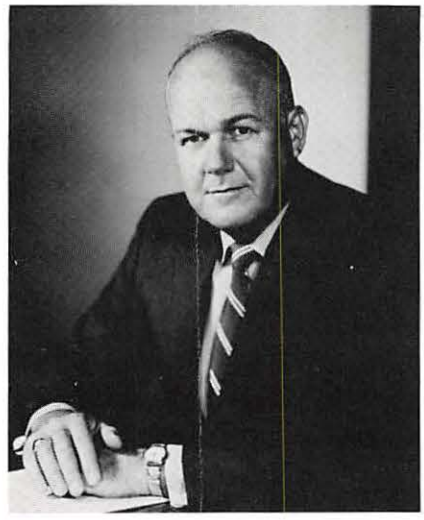
NEGOTIATIONS IN OUR OCtober 1, 1969 Wage Notice are now fast approaching the crisis stage. After several months of delays which can be attributed to many factors, we are now in the position where our story will be told, and I can assure you it will be heard.

What has happened in the past several months since our notice was served on October 1, 1969, has proven without a doubt, if there ever was any doubt, that the collective bargaining process in the railroad industry is a total and complete farce. When our union, or any union and its members must wait 18 months or longer to obtain an agreement, it is time that something was done about it.

Let's look to the record to see where the real fault lies for the extreme delays. The record clearly shows that there is but one place to point the finger of blame. Let's face it, the railroad industry who prefers national handling of major disputes, is simply not equipped nor geared under its present setup with its National Railway Labor Conference Committee, to handle national notices of the various craft unions in the railroad industry expeditously. This fact is borne out by what transpired in our own case since October 1, 1969.

It took from October 1, 1969 to April 7, 1970, (six months) to get an initial conference. In that period of time we should have had an agreement. The initial conferences in April resulted in nothing more than mutual recognition of the fact that we would be unable to agree on terms for an agreement. Realizing this and with the hope of *expediting* our case, we requested the Carriers to join us in invoking the services of the National Mediation Board. This was done and absolutely nothing happened from April until July (four months further delay) when we were summoned to Washington by the National Mediation Board and informed that the Carriers' Conference Committee had been tied up with other disputes involving national notices and they could not find the time to meet with us.

By this time we were in the process of making final preparations for our 1970 Convention and we could



not meet with the Carriers until after our Convention was completed at the end of August. Accordingly, from July 30 to August 30, (one month) we accept the responsibility for the delay because of our own Brotherhood's business, however, from September 1970 until January 1971 (five months) the same reasons for delay prevailed, as the Carriers were simply too involved with other unions on national disputes. Throughout all of this delay, our members have been most patient, however, in the last few weeks the large volume of mail received in our office reveals without a doubt that their patience is exhausted and they will not tolerate further delay.

We have responded to our members' demands that our case be moved and requested the National Mediation Board to release jurisdiction of the case. Following our last conference with the Carriers' Conference Committee on January 8, the National Mediation Board assured us that they would proffer arbitration at once, which is the next step under the procedures of the Railway Labor Act.

In our letter to the membership on January 13, 1971, reporting on the status of our case, we advised that it was our intention to decline the proffer of arbitration as soon as it was received, at which time the National Mediation Board would release us.

The next few weeks will be crucial ones for our members, the entire railroad industry, and labor as a whole, because there is a good possibility that if we do not obtain a satisfactory agreement in the interim, the nation will be faced with another national railroad crisis. *Nothing less* than a satisfactory settlement of our wage and fringe benefit notices will prevent another national crisis. If a strike does occur, we would hope the government will not intervene unless it plans to take over and operate the entire industry.

Government intervention in any other form only serves to bail out the railroads and denies our members and other railroad workers their basic constitutional right to exercise self-help.

If we are to be denied the right to strike because the railroad industry is so important to our country's economic welfare and safety, then the only alternative is complete nationalization of the railroad industry.

Our members are tired of being treated as second class citizens, and we are tired of the discriminatory treatment we have received over the years because of government intervention in national disputes that occur only because of the Carriers' refusal to bargain seriously and sincerely with their employes.

No doubt the year 1971 will go down in history as the year when the situation came to a head, and I hope that the Carriers realize that our members and other railroad employes mean business and will no longer tolerate present conditions. Speaking in behalf of our membership, I can assure the railroad industry and the present administration that we will keep the pressure on until we achieve our desired objective of wage rates and working

(cont'd on next page)

Wage Negotiation Information

Signalmen Set Strike Date For March 5th

PRESIDENT C. J. CHAMBERLAIN ANNOUNCED that on March 5, 1971 at 6 A.M. Central Standard Time, members of the Brotherhood of Railroad Signalmen will withdraw their services from all carriers in the United States who are parties to the October 1, 1969 and May 18, 1970 national movements.

President Chamberlain stated that the strike date was set by the Grand Executive Council after the National Mediation Board advised the Signalmen they had exhausted their efforts to reach an agreement between the Signalmen and the National Carriers Conference Committee.

The Mediation Board services were terminated on January 28, 1971, leaving the Signalmen free to exercise their right to strike after the expiration of thirty days beyond that date.

President Chamberlain stated it is possible that the announcement of a strike date by the Signalmen will result in the appointment of an Emergency Board by the President of the United States, under Section 10 of the Railway Labor Act.

If an Emergency Board is appointed, the strike date will be postponed while the Board investigates the dispute. Under the Railway Labor Act, the Emergency Board is granted a period of thirty days to hear the dispute and make its report to the President of the United States.

In addition, neither party can take any action for a thirty day period following the date the report is made to the President.

President Chamberlain stated that he regretted that the Signalmen had to resort to strike action to gain their objectives of proper wage rates and fringe benefits. He stated the Carriers have left the Signalmen with no alternative, to date they have refused to recognize the justification of our demands.

The strike date set for March 5, 1971 is effective only on all carriers in the United States, who are involved in this dispute.

President Chamberlain noted to all members, that unless notified by Grand Lodge Headquarters that the strike is postponed because of the creation of an Emergency Board, they should consider their copy of the February 3 Grand Lodge letter as an official notice to withdraw from service on March 5, 1971 at the prescribed time.

Grand Lodge Headquarters will keep Local and General Committee Officers informed of developments as they occur. Every member is requested to keep in close contact with their officers who are in charge of strike activities on their respective carriers.

This issue of The Signalman's Journal was delayed at the printers in order to include this strike date and latest information.

The March issue of The Journal will contain as up-to-date information as possible on the proceedings.

President Chamberlain's Message

cont'd from preceeding page

conditions that are commensurate with the duties, skills and responsibilities of the skilled signal employes on the nation's railroads. Is this too much to ask for the highest skilled employes in the nation's most important industry? I think not!

In the interest of all concerned we hope to attain our objectives in an atmosphere of hard, sincere, collective bargaining, the truly democratic process of our society. However, we are prepared and determined to face any situation.

We ask for and expect the complete support of our membership in our endeavors in their behalf. Our large volume of mail and our personal contact with members in the field clearly indicates to us that our members are ready as they have never been ready before.

With such support we have no doubt about the future and we are prepared to meet any eventuality. As our members so clearly stated at a recent Local meeting, "We are ready to go and in one direction, straight ahead."

Monday Holiday Schedule

COMMENCING JANUARY 1, 1971 the Federal law regarding Monday holidays became effective. After this date, there will be at least five three-day weekends every year.

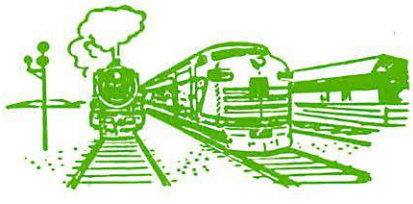
With the exception of Labor Day, the other four weekends will vary depending on the year.

The only holidays which will remain on a fixed date henceforth are New Year's Day, Independence Day, Thanksgiving Day and Christmas Day.

The other holidays will fall on specified Mondays throughout the year. The method for determining these holidays and the holiday schedules for the next three years are:

Washington's birthday will be observed on the third Monday in February; the 15th instead of the 22nd.

Decoration Day (Memorial Day) will be observed on May 31st, the last Monday of the month.



Columbus Day (now a national holiday for the first time) will be observed on the second Monday in October; this year October 11th instead of the 12th.

Veterans Day will be observed on October 25th, the fourth Monday in the month instead of the traditional November 11th.

Labor Day, as usual, will be the first Monday in September; the 6th.

One final reminder:

The uniform holidays act applies only to the District of Columbia and all federal employes regardless of location.

The fact should be kept in mind that although these holidays are provided by federal law, there is no requirement by law that an employer either give the day off or pay an employe for any of these holidays.

Signalmen are entitled only to the holidays that are now provided in our agreements with the carriers.

Our May 18, 1970 Fringe Benefit Notice requested three additional holidays: Columbus Day, Veterans Day and the day after Thanksgiving.

Many states have followed suit and enacted statutes following the Federal law.

Wage Notice Information

Signalmen Request Release From Mediation Board Jurisdiction

IN A REPORT TO THE MEMbership, President C. J. Chamberlain announced that on January 8, 1971 he had advised the Chairman of the National Mediation Board, George Ives, that continued negotiations under the auspices of the Mediation Board were no longer serving a useful purpose.

The negotiations to that date, while limited, were meaningful, President Chamberlain reported. However, it became apparent at the conferences held during the week ending January 8th that the negotiating committee would not be able to reach a satisfactory agreement.

President Chamberlain stated when the National Mediation Board assumed jurisdiction, that our negotiating committee would continue these conferences only as long as the meetings were considered worthwhile.

President Chamberlain said Chairman Ives would take formal action to extend the proffer of arbitration to both our brotherhood and the National Railway Labor Conference Committee within the week following January 8th.

It is the intention of the signalmen's negotiating committee to decline the proffer of arbitration which will then release the signalmen from the jurisdiction of the Mediation Board. This is the next step that the signalmen must take under the Railway Labor Act.

Thirty days after the National Mediation Board releases our brotherhood, we will be free to use our economic strength.

The members of the Brotherhood of Railroad Signalmen, in an overwhelming vote, gave the Grand Executive Council the authority to set a strike date, if and when it becomes necessary. The council is now prepared to set a date once we are free to take such action.

President Chamberlain stated that our organization has no way of predicting what will take place once the strike date is set.

Under the Railway Labor Act, the President of the United States could appoint an Emergency Board to investigate the dispute. This would delay strike action while the Emergency Board heard testimony of the signalmen's committee and the carriers' committee and then made their non-binding recommendations on settling our dispute. Following the date on which the Emergency Board reports its recommendations to the President of the United States, no self-help can be taken until a further 30-day period expires.

Secretary of Labor James D. Hodgson, at a special press conference, announced the Administration's goal for labor in 1971 is the enactment of legislation to relieve the nation of any threat of a major transportation strike. The labor secretary disclosed that the Labor Department is now redrafting the so-called Emergency Public Interest Protection bill, introduced last year with President Nixon's blessing.

The bill would outlaw strikes in the transportation industries. It would give the President of the United States several "options" to postpone strikes by ordering additional cooling-off periods and to settle strikes by requiring that the issues be settled by compulsory arbitration or by imposing the "last best offer" of either side.

The secretary of labor charged that collective bargaining in the railroad industry, particularly, is becoming "more and more a farce."

The signalmen's negotiating committee knows only too well the frustrations and the farce collective bargaining is, when trying to negotiate with the carriers' committee under the Railway Labor Act. The signalmen's committee has made every effort to negotiate a meaningful contract; however, they feel the Administration's plan would represent a total abandonment of collective bargaining in the railroad industry.

The carriers have relied on federal intervention for too long a period. Meaningful collective bargaining on the railroads will never be restored as long as railroad employes are deprived of their only recourse.

The Brotherhood of Railroad Signalmen and the Railway Labor Executives' Association are opposed to any legislation that removes the right to self-help. By curbing the right of workers to strike, such legislation will cripple free collective bargaining. It will remove any bargaining power our unions now have to win just wage settlements for their members.

Railroad unions have operated under a form of compulsory arbitration for years and because of this, our wages are far behind workers in outside industry.

President Chamberlain stated to our members that Secretary of Labor Hodgson is fully aware of the possible crisis that could well develop in the railroad industry over our dispute. He has met personally with Assistant Secretary of Labor W. J. Usery, Jr. many times in recent weeks and has kept the assistant secretary fully apprised of the issues and current status of our dispute.

During the recent conferences, after careful consideration, our negotiating committee agreed to the carrier's request to discuss and consider both our October 1, 1969 Wage Notice and our May 18, 1970 Fringe Benefit Notice simultaneously. The carriers stated it was imperative that they know the total cost of any subsequent agreement that would be reached.

Because of the climate that now exists in Washington, D.C., President Chamberlain has warned every member of our brotherhood that a strike could take place and that appropriate plans should be made by every local and general committee officer on each railroad involved in this dispute.

Our negotiating committee informed all concerned that we are ready and available at any time to continue meaningful negotiations in an honest,sincere effort to reach an agreement.

"However, the chances of reaching an agreement during the interim period are remote," President

Chamberlain stated, "because to date the offer made by the carriers to settle the dispute was not even in the ball park."

Recognizing that our members are very impatient and restless because of the long delays that our negotiating committee has encountered in the progression of our wage and fringe benefit notices, President Chamberlain has warned that our members should not take any action to withdraw from service or establish picket lines until they are officially advised to do so by Grand Lodge headquarters.

Grand lodge officers readily understand the economic pressure facing every member of our organization and that this pressure has resulted in their attaining a degree of militancy which has never been reached before in the history of our organization. Because of this, our officers caution every member of our brotherhood to abide by the procedure set out in the Railway Labor Act.

General chairmen and local chairmen demonstrated their capabilities for properly organizing a strike during the negotiations of our April 21, 1969 agreement. Grand lodge officers are satisfied that they will be fully prepared when it becomes necessary to take action in our current efforts.

Preparations should be made now, as the complete support of every member is needed if we are to conduct a successful strike. With this support we can take another step in our efforts to correct the gross inequities that exist in the wage structure of skilled signal employes in the railroad industry, and also to correct and improve the unsatisfactory, deplorable, disgusting living and working conditions that exist on the majority of the nation's railroads.

General chairmen and local lodge officers will be advised of all developments as they occur and will report to our members at all local lodge meetings. Members are requested to keep in close contact with these officers and assist them as they make their preparations.

As final copy for this issue of The Signalman's Journal was sent to the printer, our organization was still under the jurisdiction of the National Mediation Board.

The Signalman's Journal will keep every member informed with as up-to-date information as possible on the proceedings.

Meany's Remarks On Rail Nationalization Shock Rail Management

AFL-CIO PRESIDENT GEORGE MEANY'S RECENT DECLARATION that the time may come for nationalization of U.S. railroads has gotten under the skin of rail managements.

This was indicated by the reaction of Harold F. Hammond, president of the Transportation Association of America, an organization representing the interests of transport managements and investors in transport.

He expressed "shock and dismay" at Meany's statement and issued a long statement centering on arguments to show that nationalization in other countries, Great Britain, for example, is costly to taxpayers and "does not dissipate the difficulties" of railroads.

However, Hammond appeared to overlook Meany's main contention: That government takeover may be needed if "the railroads can't give their workers the same rights as other workers and if they cannot serve the public."

Hammond also said he found it difficult "to place much credibility in a statement from someone (Meany) who says he is very much in favor of free enterprise one moment and in favor of nationalization the next."

But Meany dealt explicitly with that point in answering a reporter's question. "I am very much in favor of free enterprise, but free enterprise has its limitations," he said. He noted that governments now operate water systems, that more and more cities own bus lines, that New York City has taken over its subway system.

Taylor Soop, executive secretary of the Railway Labor Executives' Association, said labor unions welcomed Meany's statement. "It contains a warning that rail labor leaders have been trying to get across in recent months."

"Ever since a conglomerate with $7 billion in assets had to place the Nation's largest railroad—Penn Central—into reorganization, a lot of people are beginning to wonder if railroads can be operated under private management," Soop added.

Commenting on Hammond's reaction, Soop said, "It looks as if Meany has shaken up management a bit. If that's true, his statement may lead railroads to change their ways and avoid nationalization."

CLC Drafts Charter of Labor Rights

THE CANADIAN LABOUR Congress has drafted a charter of minimum labor rights which it will seek to have accepted by the federal government. The charter was approved by the CLC's national executive council at a meeting in Ottawa and its terms were released by CLC President Donald MacDonald.

The charter calls for:

1. The unfettered right to peaceful assembly and picketing;

2. The right to bargain collectively on all matters arising out of technological change and automation;

3. The right to strike during the term of a collective agreement if bargaining cannot resolve matters in dispute which are not covered by such an agreement;

4. The right to a meaningful say on all economic and social questions affecting the vital interests of workers, and trade union representation on all government boards administering state social programs;

5. The right to training and retraining at employer and government expense;

6. The right to take all measures necessary to protect safety and health of workers on the job;

7. The right to leisure through extended vacations and paid holidays;

8. The right to a comfortable, secure retirement at 60 years of age if so desired.

President Nixon Signs Legislation

Rail Passenger Corporation Established

THE 1970 RAIL PASSENGER Service Bill was signed by President Nixon establishing a National Rail Passenger Service Corporation.

The purpose of the bill as stated by both houses of the Congress, is to prevent the complete abandonment of the intercity rail passenger service and to preserve a minimum of such service.

The act instructed the secretary of transportation to designate a basic National Rail Transportation System specifying those points between which intercity passenger trains will be operated.

The National Railroad Passenger Corporation was created to operate by contract with railroads the "basic system" beginning May 1, 1971.

The corporation will be capitalized by the payments of participating railroads which are expected to aggregate $200 million and is assisted by a combination of Federal grants and loan guarantees of up to $175 million.

Secretary of Transportation John A. Volpe said, "Rail passenger service in the United States is declining so severely in amount and quality that it may soon disappear completely unless action is taken now."

Modern efficient railroad passenger service is a necessary part of a balanced national transportation system. Public convenience and necessity require the continuation and improvement of such service to provide fast and comfortable transportation between urban areas and other areas of the country.

Rail passenger service can help to decrease the congestion on highways and overcrowding of airways and airports.

The traveler in the United States should to the maximum extent feasible have freedom to choose the mode of travel most convenient to his needs.

The successful rail passenger service offered by the Metroliner operating between New York and Washington has demonstrated that given fast, clean, safe, comfortable and convenient service, a significant segment of the public will choose rail travel as a preferable mode of intercity travel.

Modern, efficient intercity railroad passenger service is a necessary part of a balanced transportation system.

Public convenience and necessity require the continuance and improvement of rail passenger service to provide fast and comfortable transportation between urban areas and other areas of the nation.

A viable intercity rail passenger service will relieve highway and airway congestion.

Train propulsion systems pollute significantly less than those of alternate modes.

The achievement of these goals required the designation of a basic national rail transportation system and the establishment of a rail passenger corporation to provide the needed service.

The Secretary of Transportation was directed to submit within 90 days of enactment a report to Congress specifying those points to and between which intercity passenger service should be operated together with basic service characteristics of operations to be provided within the system.

The report also was submitted to the Interstate Commerce Commission for review and comments and consideration was to be given to that agency's views.

Concurrent with the secretary's action in designating the basic system, the National Rail Passenger Corporation was created by incorporators appointed by the President with the advice and consent of the Senate.

The corporation is to have a board of 15 directors. Eight were appointed by the President and approved by the Senate. Seven were chosen by the stockholders.

President Nixon nominated an eight-member board to incorporate and organize the National Railroad Passenger Corporation.

Nominated as incorporators by the President were: David Kendall, vice president of legal services for the Chrysler Corporation; Arthur D. Lewis, former president of Eastern Air Lines and now a private investment broker.

Also Charles Luna, president of the United Transportation Union; Frank Besson, Jr., a retired U.S. Army general; David E. Bradshaw, an attorney with the firm of Bradshaw, Speraza and Veverka; John J. Gilhooley, former commissioner of the New York City Transit Authority and now chairman of Urban Industries, Inc.

Also Rep. Catherine May and John P. Olsson, the deputy under secretary of transportation.

Common stock is to be issued at the outset to railroads affiliated with the corporation.

Cumulative preferred stock will be offered to the public at an appropriate time.

The corporation is empowered to operate or provide for the operation of intercity railroad passenger trains; to acquire the necessary facilities and equipment; and to conduct research and development related to its mission.

On or before May 1, 1971 the corporation is authorized to contract with each railroad company to relieve it of its intercity passenger service.

No railroad is obligated to enter into such an agreement.

A railroad wishing to contract with the corporation must agree to pay to it each year for three years an amount equal to one-third of fifty percent of its fully distributed passenger service deficit incurred in 1969.

Prior to May 1, 1971 the corporation will be expected to purchase such new equipment as time permits and to integrate good quality existing equipment which it has taken over from the railroads into its own service system.

Not later than May 1, 1971 the corporation will begin service throughout the basic system. It is anticipated the actual movement of trains will be conducted for the corporation under contract by the railroads.

As part of their contracts with the corporation, the railroads are obligated to make payments which are expected to aggregate $200 million.

The amount is payable in cash or, at the option of the corporation, by the transfer of equipment or the provision of future service.

The railroads will receive in return common stock equal in par

value in its initial organization and operation and in the acquisition of equipment and services.

The Secretary of Transportation is authorized to guarantee loans of up to $100 million to the corporation for the purchase or rehabilitation of rolling stock or other corporate purposes.

The secretary of transportation is authorized to make or guarantee short terms loans of up to $200 million to assist railroads in satisfying their contractual commitments to the corporation.

Public participation is provided for by the prospective sale of preferred stock.

Secretary of Transportation John A. Volpe outlined a preliminary basic national rail passenger system which includes service between 14 major cities along 16 routes and is designed to provide rail passenger service to about 85 percent of the nation's population that is currently being served.

These routes will reach from coast to coast. Terminal points on the west coast will be Seattle, San Francisco and Los Angeles. The southern terminals will be Miami, New Orleans and Houston. The principal eastern points linked into the system will be New York, Boston, Philadelphia and Washington, D.C. In the midwest, Chicago and St. Louis will be key points.

The following city-pair end points were recommended in the report: Boston to New York—Washington to New York—New York to Buffalo—Detroit to Chicago—Chicago to Cincinnati—St. Louis to Chicago—New York to Miami—Chicago to Miami—New York to New Orleans—New York to Chicago—Washington to St. Louis—Chicago to Houston—Chicago to New Orleans—Seattle to Chicago—San Francisco to Chicago—and Los Angeles to Chicago.

The primary objective of the plan is to establish a viable rail passenger system which can be modernized and expanded in accordance with the need and prevent the abandonment of passenger lines in the United States. The system as tentatively outlined was purposely limited in order to give freedom of management to the corporation which will operate the system.

The preliminary report was issued in response to provisions of the act creating the rail passenger system. That act provides that within 30 days after its signing by the President, the secretary of transportation submit to the Interstate Commerce Commission, to Congress, to the State Commissions, and to representatives of railroad management and labor his recommendations for the basic passenger system. These groups had 30 days in which to review the recommendations and return them with their comments. The secretary then has another 30 days to consider these comments and make the final determination of the system.

The report said the tentative routes were selected under guidelines set out by Congress. These guidelines specified that a special consideration is that "modern, efficient intercity railroad passenger service is a necessary part of a balanced transportation system."

Eight points were included in the general criteria under which the routes were selected. These included the Nation's total transportation needs, demand for service, costs, adaptability of the routes to a total national network, population areas served, profitability, flexibility of management by the corporation and the extent of capital improvements required.

In commenting on the eight points included in the general criteria, the report said, "While each of the above criteria was considered, no single one was overriding. Application of these criteria led to the selection of a basic system that is believed to be manageable, economically feasible, and efficient."

The report said that in establishing service requirements for the system it was the intention of the secretary of transportation to preserve corporation discretion to expand rail passenger service as rapidly as the corporation develops a market strategy, gains experience and shows routes to be justified on the basis of public demand.

Under the service requirements, trains will be scheduled to serve markets at reasonable hours, consistent with demand. Running times shall be as fast as conditions permit.

There is a general rule that trains shall run over the selected routes one or more times a day in each direction between end points in keeping with demand. But this rule can be waived if patronage and other factors indicate that such frequency is not warranted.

Schedules for the runs will be adjusted, so far as possible, in order to provide for convenient connections between routes, through cars will be provided between each set of end points, private-room sleeping cars will be provided on schedules on which at least six hours of the journey is made between midnight and 8:00 a.m., food service will be provided as dictated by the length of the trips and will range from light snacks to complete meals.

There will be non-revenue lounge service on all schedules in excess of six hours duration and parlor cars or other first-class service will be provided where justified by the demand.

CANADA
CANADA
December, 1970
NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
Proposed Basic System Of Passenger Service To Be Operated By The National Rail Passenger Corporation

Office of the

SECRETARY-TREASURER

Railroad Retirement Reminders for the New Year

1. I've read that closing dates for supplemental annuities go into effect for the first time in 1971. What are these closing dates and how important are they?

They are very important. Employes who continue in railroad work after their closing date permanently lose their eligibility for a railroad retirement supplemental annuity.

The first closing date is January 31, 1971 and it applies to railroaders age 68 or over in 1970. For those who will be age 68 in 1971, the closing date is the last day of the month after the month in which they became 68. And, for those becoming age 67 in 1971, the closing date is January 31, 1972. The closing dates for younger men are in future years.

It should be noted that an employe reaches a given age one day before his birthday. For example, an employe born on January 1, 1903, will attain age 68 on December 31, 1970. Consequently his closing date would be January 31, 1971.

2. Some of my co-workers may really be older than they think they are. Consequently they could be wrong about the closing dates that apply to them. What should they do to avoid missing their closing dates?

A recent study showed that for a significant number of railroad men the records of the Railroad Retirement Board do not reflect the correct age. Therefore the Board is encouraging career employes age 62 and over to contact local Board offices for help in establishing their correct ages and closing dates for railroad retirement purposes.

Also, there are some exceptions to the closing date schedule for employes who just about, but not quite, have the service necessary to qualify for supplemental annuities on their closing dates. These employes should also contact a Board office.

3. Will there be any changes in the Medicare program in 1971?

Yes. There will be an increase in the amount a beneficiary will have to pay if he goes to a hospital. A medicare beneficiary will have to pay the first $60 (previously $52) for services received in each benefit period. Also, the daily rates for the 61st through the 90th day of a hospital stay will go up to $15 a day (previously $13) and, for each day of the special 60-day lifetime reserve used, his cost will be $30 a day instead of $26 as before. A beneficiary will also pay $7.50 a day (previously $6.50) for each day of posthospital care in a nursing home after the 20th day.

4. I was 65 two years ago and did not elect the supplemental medical (doctor-bill) insurance part of Medicare at that time. Will I have another opportunity to sign up?

Yes. You can sign up during the next general enrollment period which runs from January 1, 1971 through March 31, 1971. If you enroll during that period, your coverage will begin on July 1, 1971. It is important to know that this enrollment period may be your last opportunity to enroll for this valuable coverage.

5. In a few months I will be 65. When should I sign up for "doctor-bill" insurance?

You should sign up in your *initial enrollment period,* rather than a general enrollment period. Your initial enrollment period begins 3 months before the month you reach 65 and lasts for 3 months after that month. If you sign up in the first 3 months of your initial enrollment period, your coverage will begin the month you reach 65. Otherwise, it will begin later.

6. Will I receive a reminder from the Board about enrollment if I am nearly 65 years old?

If you are receiving railroad retirement benefits, you should receive an informational kit with an application very soon. All you have to do is complete the application and return it to the Board. If you are not receiving benefits you will not receive this kit. If you have 10 or more years of railroad service, you should contact the nearest office of the Board to apply. If you have less than 10 years of service you should go to a social security office.

7. Are railroad retirement benefits subject to income taxes?

Regular railroad retirement and survivor benefits are not subject to

Yearly Cards Now Available

Special Yearly Cards, for those members who find it convenient to pay their B. of R. S. dues by the year in advance, are now available, Secretary-Treasurer R. T. Bates announced.

Members desiring one of the Yearly Cards should remit their dues for the year 1971 to the financial secretary of their local. The secretary will then report the per capita tax to Grand Lodge and the Yearly Card will be printed with the member's name and returned to the local secretary.

Yearly Cards will be available until March 31, 1971. After that time no more orders will be taken.

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for a refund due to sickness, furlough, or termination of service. However, you can help lighten the load on your secretary and guarantee yourself good standing in the brotherhood for an entire year by purchasing one of the Yearly Cards.

Federal or State income taxes and should not be listed on your tax return. Unemployment and sickness benefits paid by the Board are also nontaxable. On the other hand, *supplemental* employe annuities must be included along with other taxable income on your Federal income tax return. However, in the opinion of the Board's legal counsel, supplemental annuities are exempt from State income taxes.

8. I receive a supplemental annuity. Will the Railroad Retirement Board send me a statement of my 1970 payments to use when I file my Federal income tax return?

Yes. The Board will send you a form very early in 1971 that will show the total amount of supplemental annuity payments that you received in 1970.

9. Should I visit one of the Board district offices for help in filing my income tax form?

No. The best place to get answers to any questions about your Federal income tax is the Internal Revenue Service. If you have questions about State income taxes, you should contact the appropriate State office. However, your nearest Board office is the best source of information about the railroad retirement system.

10. Is it true that railroad retirement and social security taxes increase in 1971?

Yes. Legislation in 1968 scheduled an increase for these tax rates in 1971 and 1973. The railroad retirement rate increases from 8.95 to 9.35 percent of creditable earnings. In addition there is a tax of 0.6 percent for Medicare on both railroad retirement and social security creditable earnings.

Rail Passenger Plan Scored by Unions

UNIONS REPRESENTING THE NATION'S RAILWAY EMPLOYES have called a proposed new U.S. railroad passenger network "appallingly inadequate" and urged Transportation Sec. John A. Volpe to improve it.

The Administration's plan calls for 16 basic rail routes serving 14 major cities. The system, under the Rail Passenger Service Act of 1970 passed by Congress last October, will be operated by the National Railroad Passenger Corp., a semi-public utility called Railpax for short.

The plan involves a "frightful emasculation" of existing service and should be "radically revised" to provide passenger service by rail between all parts of the nation and all major metropolitan areas, the unions said in a statement by the Railway Labor Executives' Association.

The organizations submitted their comments to Volpe in a 49-page document asserting that his proposal misconstrues the new Railpax act and violates the intent of Congress in enacting the law. They said that whereas members of Congress expressed the intention of maintaining 80 percent of present passenger service initially, the Volpe proposal would cut this to a little over 40 percent. The Volpe plan has been called inadequate also by state governors, city mayors, members of Congress, representatives of passengers and others.

The rail labor statement to Volpe noted these "glaring omissions" from Volpe's list of proposed "city-pair end points" for continued service: "No Washington-Chicago route; no North-South service on the entire Pacific Coast; no service throughout the Southwest or across the South; and nothing in central and northern New England."

The unions listed 27 major metropolitan areas that now have "substantial through rail service" but would be guaranteed no such service under Volpe's original plan.

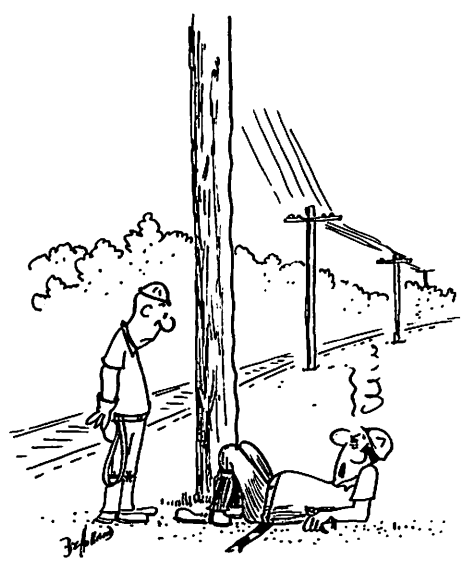
They said "the system this report would permit to exist would not be a national system" but a "truncated regional system serving basically two cities, Chicago and New York, with less service" than they now have.

The unions urged a six-point revision of Volpe's plan, including preservation of about 80 percent of the trains now operating.

Under the law, all railroads will be eligible to turn their passenger service over to Railpax, which may add new service but may not cut back on service during the period May 1, 1971 to July 1, 1973. Railroads which do not take part in Railpax must continue to operate all present passenger service until Jan. 1, 1975.

Participating railroads will be required to put into Railpax cash or equipment sums based on their present claimed losses from passenger operations. The initial capitalization of $40 million for operating passenger trains is to be furnished from federal tax money.

Railpax will contract with the railroads to operate the trains in the basic system with their present crews, under protective provisions won by rail unions over the years. The law does not provide any method for appealing provisions of the basic plan adopted by the Secretary of Transportation, rail unions point out.



"I cut my safety belt buckle instead of the wire."

Western Railroad Association Announces Personnel Changes

ED WHITE WAS APPOINTED general counsel of the Western Railroad Association, succeeding James W. Nisbet who retired December 31, James M. Souby, Jr., president, announced.

Other appointments in the Association's law department include Joseph D. Feeney as general solicitor, succeeding Mr. White, and Thomas A. Phemister as general attorney.

RLEA Legislative Program For 92nd Congress

THE RAILWAY LABOR EXecutives' Association approved a legislative program for the 92nd Congress that calls for substantial improvements in railroad retirement and unemployment insurance benefits, shifting more of the railroad retirement tax from the employes onto the carriers, and creation of a U.S. Emergency Railroad Commission to study such issues as nationalization of the railroads, and changes in the Railway Labor Act.

The RLEA program also seeks abolition of the Interstate Commerce Commission, preservation of employe passes under Railpax and various other measures.

Highlights of the legislative program approved by the members of the RLEA are as follows:

U.S. Emergency Railroad Commission

America's railroad industry, which hauls over 40 percent of the nation's freight and many millions of commuter and long-distance passengers, is beset by serious problems. While some railroads offer good service, others do not. While some are financially healthy and managerially dynamic, others are sick and mismanaged. While the railroad work force represents a unique fund of skills, loyalty and productivity, the morale of many employes is sinking, their pay is lagging and labor relations are in a low state. These problems are inter-related. Their solution demands a coordinated approach by railway managements, railway unions and government.

The 91st Congress made a beginning, with the new railroad passenger service law and the new railroad safety law. But these laws are not enough; they are not a coordinated approach to the industry's problems. America today has a trillion-dollar-a-year economy. Financially speaking the railroads, at $11 billion a year, represent not much more than 1 percent of the economy's total. But the railroads are a key part of the national "infrastructure." Smooth and productive operation of the whole economy depends in major degree on smooth and efficient railroading. It does not make sense to let untended railroad problems put sand in the gears of the whole economy; nor does it make sense to think that one single simple "answer" will solve the railroads' problems.

To seek a coordinated solution, we ask Congress to create promptly a U.S. Emergency Railroad Commission. This commission should include representatives of the House, Senate, Executive Branch, railroad management, railroad labor, railroad shippers and passengers. The commission should report to Congress and the President no later than one year after its creation, giving its recommendations on the following subjects among others:

1. Nationalization of the U.S. railroad system, in whole or in part.
2. New sources of capital for the railroads.
3. Changes in the Railway Labor Act to promote better labor relations in this industry and to expedite the handling of major and minor labor disputes.

If stopgap relief is needed for one or more railroads, Congress might well tie that relief into the creation of the Emergency Railroad Commission.

Railroad Retirement

Railroad Retirement taxes are now paid half by the railroads and half by the employes. At the maximum level, which is paid by many if not most of the employes, the monthly tax as of January 1, 1971 stands at $64.68 on the employe. This is a substantial deduction from the employe's pay. It is considerably higher than the social security tax on equivalent pay; and even though the railroad retirement tax buys considerably higher benefits than social security, various similar benefits in excess of social security have been negotiated in other industries **with the employer paying the total cost.** Employer payments in some major industries are now substantially higher than on the railroads. To move the railroad retirement system closer to a parity basis, we ask Congress to shift the proportionate burden of railroad retirement taxes so they will fall 75 percent on the railroad companies and 25 percent on the employes. (This does not affect the railroad supplemental pension system, where a moratorium on changes is now in effect.)

"This trip to Mars will make history, and all you can think of is your portal-to-portal pay!"

We also ask that Congress promptly enact for railroad retirement beneficiaries a set of improvements similar to those enacted for social security beneficiaries. Sufficient financing should be provided for these improvements to keep the Railroad Retirement Account in a sound actuarial condition.

Railroad Unemployment and Sickness Benefits

We ask Congress to raise the ceiling on unemployment and sick benefits in the railroad industry to a minimum of $21 a day, from the present $12.70. This is primarily to offset the 15 percent rise in the Consumer Price Index that took place between enactment of the $12.70 ceiling in early 1968 and September 1970. Surely the unemployed and sick workers and their families should not be made the victims of inflation, in addition to their other troubles.

To bring in more funds for this program, we ask that the taxable pay ceiling on railroad unemployment insurance taxes (collected

wholly from the employers) be raised from the present $400 a month to $650 a month.

Abolition of Interstate Commerce Commission

We support legislation similar to the bill introduced in the 91st Congress by Senator Mike Mansfield (D.-Mont.) for abolition of the Interstate Commerce Commission in 18 months. The Mansfield bill would create a special commission to decide, within one year, how best to allocate the ICC's essential functions, and would give Congress a further six months in which to act.

Passes for Employes

We seek the full preservation of railroad employe pass rights under the new National Rail Passenger Corporation (Railpax), either by regulation or if necessary by new legislation.

National Transportation Policy

In creating the Department of Transportation, over four years ago, Congress declared that "the general welfare, the economic growth and stability of the Nation and its security require the development of national transportation policies and programs conducive to the provision of fast, safe, efficient and convenient transportation at the lowest cost consistent therewith and with other national objectives, including the efficient utilization and conservation of the Nation's resources." The Secretary of Transportation was ordered to "provide leadership in development of national transportation policies and programs, and make recommendations to the President and the Congress for their consideration and implementation." We ask the Secretary to move promptly toward fulfilling this mandate and we suggest that Congress require such action, in view of the many critical problems of the transportation industry today.

Railpax Appropriations

We support initial appropriations for the National Rail Passenger Corporation (Railpax) at the full authorized level, and continuing appropriations at the level needed to provide America with an adequate network of modern speedy passenger trains.

Other Appropriations

We support adequate funding for the new railroad safety program, the high-speed ground transportation program, the urban mass transit program and all other federal programs aimed at improved transportation by rail.

Ending Inflationary Recession

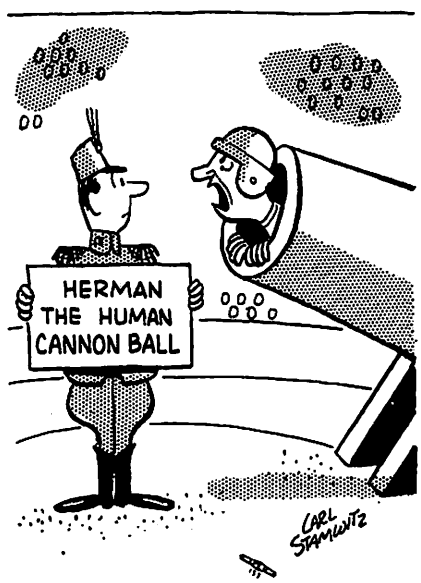
We call on the President and the Federal Reserve Board to adopt policies that will reverse the shocking increase in unemployment since January 1969 and that will discourage the posting of ever-higher prices by the nation's giant corporations. We support legislation by Congress that is reasonably calculated to reach these goals.

National Health Insurance

We join with all other branches of organized labor in urging Congress to enact a national health insurance program so that Americans of all ages can get adequate health care, based on prepaid insurance.

Auto Insurance Reform

Auto insurance is increasingly expensive and unfair, and we support the reform proposals of Sen. Philip Hart (D.-Mich.). These would, among other things, guarantee noncancelable policies to licensed drivers, provide for "no fault" payments, assure total reimbursement to auto accident victims, and allow sale of low-priced group auto insurance in the 36 states that now prohibit it.



"Tell the boss he can't fire me until he pays me more dough!"

Minimum Wage Improvement

The most important single blow against poverty in America would be to increase the federal minimum wage (now $1.60) to at least $2 an hour, extend the wage-hour law's coverage to 17 million workers now excluded, provide double pay for overtime work and provide premium pay for work in excess of eight hours a day. We urge Congress to take these steps.

Repeal of Sec. 14(b)

A long-sought labor goal, repeal of the Sec. 14(b) loophole in the Taft-Hartley Act that allows state "right-to-work" laws against the union shop, should be enacted by the 92nd Congress.

Situs Picketing

Congress should act to guarantee the picketing rights of building and construction workers employed at sites where several contractors have employes at work.

Presidential Election

We support a constitutional amendment for direct popular election of the President and Vice President. This should be promptly enacted by Congress and ratified by the states, to take effect before the 1972 election.

Unemployment Insurance

We call on Congress to enact a set of minimum federal standards for the present federal-state unemployment insurance system. (This system applies to workers outside the railroad industry.)

Education

We urge Congress to take prompt further steps toward the goal of seeing that every American child has the chance for an education up to the limit of his willingness and capacity to learn. This includes primary, secondary, college and vocational education.

SIGNAL MAINTAINERS

Midwestern railroad has openings in South Central Section of United States for experienced Signal Maintainers. Send all replies to:

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Chicago, IL 60625

YOUR WASHINGTON Reporter

By Richard J. Calistri

SPARKS FLEW FROM MANY DIRECTIONS AFTER THE Department of Transportation, headed by John A. Volpe, released a preliminary report on the shape of the proposed basic national rail passenger system to be operated by a semi-public National Railroad Passenger Corporation.

This was the first report required of the DOT under the act passed by Congress creating the new instrumentality to run intercity passenger trains in the United States. As released by Volpe, the report provided only a skeleton network of assured service on 16 routes between 14 "terminal," or "end-point" cities. The stops in between were left for later determination.

Rail unions, members of Congress, the Interstate Commerce Commission, the railroads and state commissions were busy at this writing preparing comments on Volpe's plan. Their recommendations for changes were to be in Volpe's hands by year's end, but some fired off protests early. In particular, members of Congress from areas which faced loss of rail passenger service aired vigorous objections.

Volpe, in making public the preliminary plan, claimed it would give passenger service to 85 percent of cities with 50,000 people or more, which currently have such service.

Passenger service would be provided between these "end points": Boston-New York; Washington-New York; New York-Buffalo; Detroit-Chicago; Chicago-Cincinnati; St. Louis-Chicago; New York-Miami; Chicago-Miami; New York-New Orleans; New York-Chicago; Washington-St. Louis; Chicago-Houston; Chicago-New Orleans; Chicago-Seattle; Chicago-San Francisco, and Chicago-Los Angeles. The actual routes between those cities, and the intermediate points to be served, will be the subject of later decision.

If this preliminary plan becomes final, there would be no intercity railroad passenger runs up and down the West Coast; nor between Los Angeles and New Orleans. Also, direct service between Washington and Chicago would be eliminated, though travelers between those cities would get there by transfers at connecting points.

Newspapers reported that the DOT's original plan included Los Angeles-New Orleans and the direct run between Washington and Chicago, but that White House aides eliminated those routes.

* * *

It was estimated the new corporation would operate only about 150 passenger trains daily, compared to over 360 now in service. However, Volpe contended the 360 is an exaggerated figure because many trains now operating over two or three lines are counted as multiple trains. Commuter runs are not affected by the new plan.

Volpe sought to justify the failure to include many runs, such as service along the West Coast, on the ground that they would not yield enough traffic to become self-supporting in the foreseeable future.

Available funds under the law, he said, must be "concentrated on a limited number routes which show some promise of profitability so that necessary improvements can be made."

Once the routes are finally designated, the new operating corporation, known as "Railpax," will have to keep these runs in operation without reductions until July 1, 1973. Also, Railpax will have authority to add to the network. Volpe is to make the final designation by the end of January.

Railroads will have an option as to whether or not they want to turn over their passenger trains to the new corporation, effective May 1, 1971. Those that fail to do so will be barred from abandoning any of their passenger trains until January 1, 1975. Nearly all are expected to participate, and they will pay into Railpax sums in cash, equipment, or service to be determined under several formulas related to their present passenger service losses.

Railpax will contract with the railroads to run the trains with their existing staffs and will select the best of existing equipment as a starter. The long-range aim, Volpe said, is to provide new, modern equipment in an effort to attract more travelers back to the rails.

* * *

Talk of nationalization of the railroads reached a new intensity during the past month, especially after AFL-CIO President George Meany declared, at a press conference: "I would advocate that the government take over the railroads."

Meany pointed out that railroads in other nations around the world are under government control and "seeing the way they are run, I say it is not too bad."

He told reporters that "surely, when the railroads are being run in a manner that they can't give their workers the same rights as other workers, when they can't give the public decent service, then we should forget the idea of private enterprise and come up with public ownership."

Meany's statement brought a quick flareback from many sources.

Harold F. Hammond, president of the Transportation Association of America, declared that he was "shocked and dismayed" at Meany's statements.

"Nationalization," he said, "would do little or nothing to solve the problems of the railroad industry. . . Nationalization multiplies the problems and creates an even larger financial burden for the taxpayer."

The U.S. Chamber of Commerce likewise lashed out at the idea. Arch N. Booth, Chamber vice president, claimed that "nationalization would be a severe blow to state and local government that depend upon railroad tax revenues to finance important government programs."

Also, the railroads themselves reit-

erated their long-standing opposition to nationalization.

The subject popped up on Capitol Hill when trustees of the bankrupt Penn Central renewed their plea before the Senate Finance Committee for immediate federal help.

Willard Wirtz, former Labor Secretary and a Penn Central trustee, said that unless the carrier gets some money, there is serious question whether it can keep operating. "The alternative," he warned, "is some form of nationalization—which we reject as the counsel of despair."

Leaders of rail unions have hitherto opposed nationalization. Recently, Charles Luna, head of the Congress of Railway Unions and president of the United Transportation Union, told an interviewer that he does "not favor nationalization except as a final measure necessary to provide essential transportation service."

C. J. Chamberlain, chairman of the Railway Labor Executives' Association and president of the Railroad Signalmen, told the same interviewer that "we are neither for nor against nationalization." He said nationalization should come only if it is found that private enterprise cannot achieve "a safe, dependable mass transportation system."

Pressures have begun to build up for new action by Congress to save intercity railroad passenger service from destruction in many areas of the country under the initial "Railpax" plan unveiled by the Department of Transportation, headed by John Volpe.

That plan was made public by the DOT at the end of November, and by the end of December—the deadline for public comments on the plan—it drew denunciations from railway labor, the Interstate Commerce Commission, the National Association of Railroad Passengers, many members of Congress, state regulatory commissions, some individual railroads, and numerous others. Only the Association of American Railroads remained silent.

All labelled the preliminary Volpe plan as grossly inadequate. As heretofore reported, it provided only for service on 16 routes between 14 terminal or end-point cities, with intermediate stops left for later decision. Under the proposal, the new semi-public National Railroad Passenger Corp., which is to take over passenger service from the carriers next May 1, would operate only a skeleton system, slashed by nearly two-thirds from the meager rail service now operating.

Strongest attack on this shrivelled network came in a comprehensive joint statement filed with Volpe by the Congress of Railway Unions and the Railway Labor Executives' Association, which together speak for all the nation's rail unions.

They condemned the Volpe plan as "appallingly inadequate" and as involving a "frightful emasculation" of existing service. They said it should be "radically revised" to "provide service between all regions of the nation and between all metropolitan areas."

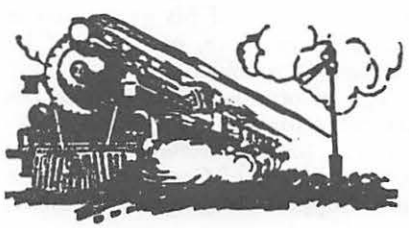
They charged the Volpe proposal misconstrues the legislation creating "Railpax"—that is, the semi-public corporation to run passenger service—and grossly violates the intent of Congress.

Further, it "tragically destroys the hopes of those who supported passage of the Railpax Act," the rail unions declared. They said the shrunken system proposed by Volpe "would not be a national system," but "a truncated regional system serving basically two cities, Chicago and New York, with less service than those cities presently enjoy."

Also, the CRU and RLEA protested "the overriding and preferential importance" given to profitability under Volpe's proposal. They said this "profits-above-all" attitude is contrary to what Congress intended.

"It is indeed ironic that the profit motive exercised under the very Act designed to save rail passenger service will immediately destroy two-thirds of it," the unions pointed out, citing Volpe's plan to retain only about 150 passenger trains out of nearly 400 remaining.

They cited these "glaring omissions" from Volpe's list of "city-pair end points" to be served: "No Washington-Chicago route; no north-south service on the entire Pacific Coast; no service through the southwest or across the south from east to west, and nothing in central and northern New England." Also, the unions listed 27 major metropolitan areas now having substantial through train service that may lose service under Volpe's plan.



The rail unions came up with positive recommendations to fill the gaps. They called for preservation of at least 80 percent of the trains now in operation and a "radical" reshaping of the plan to provide service to all major areas.

Further, the unions urged that no train be excluded from the Railpax network unless there's a determination that it will not be required by public convenience and necessity, and that will impair Railpax ability to provide other needed service; also that all trains now operating over designated routes be identified, and that the kinds of service to be provided should be specified.

* * *

The Interstate Commerce Commission, in its comments on the initial Volpe plan, declared that it "omits certain links, segments and other specifications essential to a meaningful national rail passenger system."

The ICC, in a letter to Volpe from Chairman George M. Stafford, urged six "essential" additions to the plan, plus nine others. The six include: preservation of rail passenger service along the West Coast between Seattle and San Diego; maintenance of service linking the south and southwest with the west; routing of Chicago-San Francisco trains via the picturesque "Feather River Canyon"; continuation of a Washington-Chicago direct link; routing of Chicago-Seattle trains via St. Paul and Minneapolis, and retention of service to the Tampa-St. Petersburg area in Florida.

Stafford for the ICC voiced doubt that the Volpe design complies with the "statutory mandate" laid down by Congress and stressed the responsibility of the DOT under the law to designate intermediate points to be served.

Hitting at the DOT's profit yardstick, the ICC declared that "if passenger revenues and carried costs alone were determinative, there would be a serious question as to whether a basic system of any kind could be sustained."

"Government help is required," the commission said, adding that the Railpax network should constitute "a real test of whether good passenger train service, equal in quality and quantity to common expecta-

tions, can attract and sustain sufficient patronage to compete with other popular modes of travel on a self-sustaining basis."

"The system must link together the various regions, providing service between the crowded urban areas and other areas of the country, so that the traveler in America will be in fact able to choose rail when most convenient to his needs," the ICC added. "Short of that, the entire federal expenditure could turn out to be a waste. . . . And if the project is to have a real chance of success, the funding necessary to feasibility must be made available."

* * *

Another critical appraisal, somewhat more moderate in tone, came from the National Association of Railroad Passengers (NARP). Its chairman, Anthony Haswell, said Volpe's plan "contains some serious omissions, particularly of certain high density corridors and feeders to the routes selected."

Inclusion of four additional high-density corridors was urged by the NARP—that is, San Diego-Los Angeles, Los Angeles-San Francisco, Portland-Seattle, and Chicago-Milwaukee, plus nine more "essential feeder services."

The NARP called for required operation by the Railpax corporation of not less than 180 trains in both directions at least until July, 1973, plus voluntary operation of another 94 trains in both directions for at least a year from May 1, 1971.

Haswell voiced hope the corporation makes a profit, "but this isn't the ultimate index of success," he said. He proposed that Railpax undertake major outlays at the outset to get a workable system under way.

* * *

Numerous members of Congress also demanded that Volpe expand his initial skeleton system to include more service—and some indicated that if his final plan, which was being framed at this writing, falls short of the country's needs, then new legislation to deal with the subject will be sought.

Also, some senators, led by Gaylord Nelson (D., Wis.) proposed legislation calling for a six months delay in the deadline for Railpax to begin service so that needed additions can be adequately reviewed.

Other lawmakers made it clear they will "raise the roof" in Congress if the Railpax undertaking eliminates rail passenger service from large sections of the country.

DOT Conducting Grade Crossing Study

THE DEPARTMENT OF Transportation (DOT) is conducting exploratory research into a new economical system to protect unguarded railroad grade crossings.

The system is under development for the Federal Railroad Administration at the Department's new Transportation Systems Center, Cambridge, Mass.

The prospective system would use highly-reliable microwave signals instead of the very expensive buried-cable electrical systems now in general use. The system would transmit a continuous microwave signal from up-track to the grade crossing. When the train triggers a sensor, the microwave signal is turned off and the grade crossing warnings —flashing lights or gates—are activated.

Of the 225,000 railroad grade crossings throughout the United States there are 180,000 without automatic protection, usually marked by a stationary crossbuck warning sign.

The extremely high cost of active protection systems is a factor in determining which crossings should have lights or gates or both.

Dr. John B. Hopkins, engineer in charge of the development project, said that since the microwave system should be more economical than present electronic circuitry systems to install and maintain, more grade crossings could be protected with a resultant savings of life.

Another advantage of the microwave system, which can operate in all types of weather, is that it can carry other types of information, not only the signal alarm. It can for example: indicate to the motorist the length of the train and suggest, through a signal, that he consider an alternate route; be designed to give the motorist a consistent 25 or 30-second warning regardless of whether the train is moving at 60 miles per hour or 5 miles per hour.

Dr. Hopkins noted that grade crossing accidents are usually severe. The ratio of death to injury is second only to aviation accidents and approximately 15 times greater than highway accidents in general.

The grade crossing program is one of many under way at the Cambridge facility which was established to provide a central Department of Transportation base for transportation technology and system development in technical planning, technical support, and program management.

Five Million Exempt From Tax Return

ABOUT 5 MILLION LOW-income workers will not have to file federal tax returns next April because of new rules adopted by the Treasury Dept. to conform with the Tax Reform Act of 1969.

The new regulations provide that a return will not have to be filed unless yearly income exceeds:

- $1,700 for a single person.
- $2,300 for a married couple or a single person over age 64.
- $2,900 for a married couple where one spouse is over 64.
- $3,500 where both husband and wife are over 64.

In the past, a person was required to file a return if his gross income was $600 or more, or $1,200 if he was age 65 or older.

The reform act that carries the tax relief for the low-income workers was passed overwhelmingly by both chambers of Congress with the firm support of organized labor. Pres. Nixon at one time indicated he would veto the measure, but later relented and signed the bill.

The relaxed filing requirements for married couples will apply only if both husband and wife occupy the same home at the close of the year, the Treasury Dept. said.

Temporary absences for special reasons will not affect the eligibility, but the higher exemptions will not apply if husband and wife file separate returns.

The Treasury Dept. said persons whose income will not exceed the higher tax-exempt levels, but who have had taxes withheld, should claim refunds by filing returns with the Internal Revenue Service at the end of the year.

The Tax Reform Act provides for further increases in personal tax exemptions and changes in filing requirements starting in 1973. The new regulations also cover these subsequent changes. By 1973 more than 7.5 million low-income workers will not have to pay federal income taxes or file returns.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

THIS INFORMATION SHOULD BE FORWARDED TO PRESIDENT C. J. CHAMBERLAIN AT GRAND LODGE HEADQUARTERS.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., Suite 400, The Equitable Building
Tel. (404) 522-4229

Baltimore, Md. 21202. Savage, Jones, Tingle & Schwartzman, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. (201) 384-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. (205) 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. (617) 542-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. (216) 771-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-3603

Fort Worth, Tex. 76102. Winfred Hooper, Jr. Hooper, Steves & Kerry 200 Fort Worth Club Bldg.
Tel. (817) 335-9377

Fort Worth, Tex. 76102. George L. Schmidt, 810 Sinclair Bldg.
Tel. (817) 335-9782

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. (713) 526-1564

Houston, Texas 77002. Norman R. Jones, 1010 Houston First Savings Bldg.,
Tel. (713) 225-0663

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. (816) 421-5411

Kansas City, Kans. 66101. Ratner, Mattox, Ratner, Ratner & Barnes, Suite 224, One Gateway Center Office Bldg., 5th at State Street
Tel. (913) 321-2619

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. (213) 629-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. (213) 385-3601

Miami, Fla. 33130. Green and Hastings, 312 Biscayne Building, 19 West Flagler Street.
Tel. (305) 377-9481

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. (612) 339-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. (212) 986-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. (415) 451-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. (412) 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. (801) 364-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. (512) 227-7565

Seattle, Washington 98104 Piehler & Allerdice 924 Arctic Bldg.
Tel. (206) 624-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. (315) 422-0303

Tucson, Ariz. 85719. John P. Somers, 2016 East Broadway
Tel. (602) 623-6111

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. (601) 636-5561

Wichita, Kans. 67202. Ratner, Mattox, Ratner, Ratner & Barnes, 444 No. Market, P. O. Box 306
Tel. (316) 262-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg.
Tel. (316) 264-0346

By SIDNEY MARGOLIUS, for The Signalman's Journal

What Costs Will Be Like in '71

WHAT KIND OF YEAR WILL 1971 be for your family?

In general it will be a difficult year financially for most working families, but offering a better chance to catch up on purchasing power than in 1970.

Prices probably will not go up as sharply as the severe jumps of 6 percent in both 1969 and 1970. But working people are starting the new year behind in buying power. Workers took a real beating in 1970. By October, despite wage increases, higher living costs has reduced real spendable earnings of the average workers by $1.59 a week from October, 1969. This is a loss in purchasing power of about 2 percent.

Workers in manufacturing industries did even worse, giving up $3.20 in real spendable earnings in the 12-month period, a loss of 3.7 percent.

The average working family actually is right back where it was in 1964. Then, average spendable weekly earnings after taxes of a production worker with three dependents were $76.38, in terms of 1957-59 dollars. Even though gross average wages have gone up 34 percent to the current $122 a week before taxes, in terms of the same buying power that worker now has only $77 a week of purchasing power.

In manufacturing industries, a worker with three dependents averaged $85.27 a week in spendable dollars in 1964 and in late 1970, only $84.43.

But the disastrous inflation since 1968 will level off this year. Here is what you can expect in specific expense items:

LOWER FINANCE CHARGES: It will cost a little less in the new year to finance a car or get a personal loan. Some banks around the country have cut loan rates by 25 cents per $100. This is the equivalent of a reduction of about one-half of 1 percent in the annual percentage rate, the true cost of borrowing the money. Credit unions still usually are lowest on loans, especially for used cars.

HIGHER CAR PRICES: The car itself will cost more. In fact, price tags on 1971 models proved to be higher than expected and were responsible for part of this fall's rise in the cost of living index despite the leveling off of food prices.

Manufacturers suggested prices on new cars after adjustments for quality changes averaged $226 above a year ago, the Bureau of Labor Statistics reports. That's an increase of 6 percent.

Actual average dollar increase was $220, and added safety features had an average value of $10, the BLS estimated. But these improvements were more than offset by elimination of the five-year 50,000-mile warranty; changes in some equipment from standard to optional, and various other changes.

Note that prices of full-size cars have been raised more than those on the compact and sub-compacts which compete with the imports. Prices of optional equipment also have been increased.

Used-car prices have gone up too but only about half as much as the hike on new cars. Prices of used cars are usually lowest in February.

MORTGAGE RATES: A mortgage will cost you just a little less than last year's impossible rates of 8½ percent and more. The new FHA and VA rate has been reduced to 8 percent—still not low enough to enable many working families to buy homes.

HIGHER HOUSING COSTS: Rising homeowner expenses have become the largest single factor in the jumping cost of living. Homeowner costs leaped 10½ percent in 1970.

Major factors have been increases in property taxes, property insurance and maintenance and repair costs. Property insurance rates have gone up an average of 50 percent since the 1957-59 base period with further increases in sight this year.

Temper the rise as much as you can by taking the largest deductible available since you can afford to pay at least the first $100 or so of any damage yourself. You should carry insurance of 80 percent of the replacement value of your house (not the lot), in order to be paid the full cost of any damage. But avoid the tendency of brokers and agents to over-insure houses.

Rents went up less than half as much as homeowner costs this past year, but are beginning to catch up. *You can expect rents to go up significantly in 1971.*

New houses actually will be a little cheaper at the beginning of 1971 than in 1970. Asking prices are a little more than a year ago. But as higher mortgage and carrying costs have pushed moderate-income families out of the market, a wide disparity has developed between asking and actual selling prices. Last fall, the average intended sales price was $27,100, including land. But the actual average selling price was $22,500, lowest since 1966.

YOUR MONEY'S WORTH
by Sidney Margolius
MAGAZINE SUBSCRIPTION...
DECEPTIONS HAVE BECOME ONE OF THE TOP TEN CONSUMER PROBLEMS, BETTER BUSINESS BUREAUS REPORT. SALESMEN USE SUCH DEVICES AS SAYING YOU HAVE "WON" FREE SUBSCRIPTIONS AND MERELY HAVE TO PAY A "HANDLING" CHARGE OR BUY A SUB TO ANOTHER MAGAZINE. BUT YOU MAY FIND YOURSELF PAYING TWICE THE PRICE YOU WOULD HAVE TO PAY FOR THE SAME MAGAZINES FROM ONE OF THE MAIL-ORDER SUBSCRIPTION COMPANIES.
WIN
PHONE CALLS TELLING YOU THAT YOU HAVE A LUCKY PHONE NUMBER ARE REALLY AIMED AT GETTING YOU TO MAKE AN APPOINTMENT WITH A MAGAZINE SALESMAN.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE PULP, SULPHITE AND PAPER MILL WORKERS.
UNION MADE
ILGWU

MORE REASONABLE FOOD COSTS: In early 1971 food costs will be more reasonable, or at least close to 1970 levels. The big jump in prices last year was largely due to higher prices of red meats, fish, fresh vegetables and coffee.

But more recently meat prices have been restrained by larger supplies of pork.

Actually prices should have come down. Farm prices have dropped. But processors and stores are pocketing extra profits. You would not think it to look at the prices in the stores, but the Dun & Bradstreet wholesale price index currently is the lowest in 22 months, down almost 9 percent from a year ago.

Even the U.S. Agriculture Department officials have criticized the reluctance of stores to pass on the lower prices. Don Paarlberg, USDA economics director, has pointed out that retail pork prices have come down only about 8 cents a pound in recent months. But the farmer's share of retail pork prices has dropped about 18 cents a pound.

Our own survey of three cities shows that prices of pork loins are about 2 to 5 cents below last year; and of fresh hams, about 3 cents less. But there is a wide disparity. In some areas you can find specials on rib-end pork roasts as low as 43 cents compared to the more typical 69 cents.

Curiously, turkey production is up 8 percent but retail prices are even higher than a year ago. But here too stores are offering specials sharply below typical prices.

YOUR MONEY'S WORTH
by Sidney Margolius
PART-TIME BUSINESS
ADS CAN FOOL OLDER PEOPLE, HOUSEWIVES AND WORKERS HOPING TO SUPPLEMENT EARNINGS BY WORKING A FEW HOURS A WEEK. OFTEN SUCH "BUSINESS OPPORTUNITIES" ARE REALLY A CLOAK FOR SELLING OVERPRICED MERCHANDISE. AMONG THE MOST-FREQUENT JOB HOAXES OF THIS KIND ARE PROMOTIONS FOR VENDING MACHINES, RACK DISTRIBUTORSHIPS AND CHINCHILLA BREEDING, AND REFERRAL PLANS FOR VACUUM CLEANERS AND OTHER MERCHANDISE.
YOU CAN'T RELY ON THE FACT THAT SUCH ADS MAY APPEAR IN REPUTABLE NEWSPAPERS AND MAGAZINES. OFTEN THE PUBLISHERS DON'T EVEN INVESTIGATE TO SEE WHETHER THE OFFERS ARE RELIABLE.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA.
UNION MADE
ILGWU

Live a Little Longer

Swollen Ankles

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copywrited by The Machinist and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

DO YOU EVER HAVE SWELLing of your ankles? Many people do at times, especially older folks or those excessively overweight. Usually it is the result of sitting or standing quietly too long. Such swelling disappears after a good night's sleep.

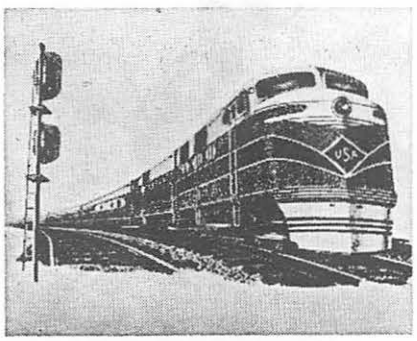
Long auto rides, without stopping occasionally to exercise your legs, can cause it. If swelling lingers several days or is painful, a doctor should be consulted. If there is swelling and pain in one leg, it may be a phlebitis, due to a clot in a leg vein.

One's body is made up largely of water, which is found not only in the cells, but in between. Surface swellings are sometimes due to changes in water balance, depending upon the amount consumed and eliminated, also the amount of salt eaten. This accounts for the two- to three-pound fluctuation in daily body weight.

From ankles to eyes

Swelling of surface tissue is noticed first around the ankles, due to gravity. Later it may shift to puffiness about the eyes or on the fingers.

Infrequent, strenuous muscular exertion is often the cause of phlebitis. Firefighters, who sit around much of the day, when called upon to exert themselves strenuously at a fire, sometimes become victims of phlebitis. Occasionally it occurs in a leg after a surgical operation.



Such attacks of pain in the leg, with swelling, ultimately led surgeons to believe that being quiet too long in bed after surgery was the cause of clots forming in the leg veins.

Years ago women were kept in bed 10 days to two weeks after child birth. Not infrequently, phlebitis followed with swelling of one leg. This became known as "milk leg." Eventually it was learned that getting patients out of bed soon after surgery or child birth overcame most such misfortunes. Today it is customary to get patients up on their feet, the day after surgery. This reduces attacks of phlebitis.

Helpful suggestions

Dr. John E. Eichenlaub, in his great book, A Minnesota Doctor's Home Remedies, reminds us that when one goes to bed for several days without getting up or moving around, one's circulation becomes sluggish. In our older years there is a risk that our slow moving blood may clot in the veins of the legs and produce phlebitis. This may be avoided by following these two rules:

- Never stay in bed continuously without consulting your doctor. Complete bed rest has its dangers, especially for older people. Certain precautions must be taken against phlebitis. An illness that keeps you from getting up to eat and toilet yourself should be watched by good medical care.
- When you stay in bed with a cold or other minor illness, change your position every 15 minutes while awake. Roll on one side and then the other. Prop yourself up on pillows, then let yourself down. Move your legs frequently.

These same principles hold when you are under a doctors care. If your physician doesn't give you specific orders about moving around in bed, be sure to ask him what to do. Moving in bed is especially important after surgical operation and obstetric delivery, so take special care to keep mobile at such times.

Interrupt long periods of sitting by some form of exercise, if your ankles swell. Sit with your feet propped up. Sleep with pillows under your swollen ankle.

news from Canada

CP RAIL HAS BEEN THROWN out of court in a landmark decision of the Canadian Transport Commission on CP's bid to discontinue passenger service on Vancouver Island.

The CTC, in effect, accused CP Rail of deliberately downgrading the service to chase away passengers and said it would not consider the discontinuance application until the railway improved its operation and made an honest effort to put it on a paying basis.

It was one of the most damning indictments ever made against a railway by a federal regulatory agency.

The 23-page judgment said the 140-mile service between Victoria and Courtenay "is being run without any real regard for the comfort and convenience of passengers and with insufficient attention to the commercial principles that the CPR applies to its other business with such success."

Trains were deliberately scheduled to miss ferry connections with the mainland, many passengers were forced to ride standing in the baggage compartment of the RDC cars, stations and shelters were in a dreadful state of disrepair and at least two stations "were in a state of unspeakable filth" when a CTC officer visited them.

CP Rail sought to drop the service on the basis of an annual loss running about $118,000 a year. During a three-day public hearing at Victoria in August a parade of local residents laid before the CTC a torrent of complaints about service and equipment which CP officials didn't even attempt to answer or explain.

Normally the Commission weighs the public interest involved and decides either to allow discontinuance or, if there is sufficient need, order a service continued with an 80 percent federal subsidy. Either way the railway gets relief.

But this time, obviously incensed by the state of operations uncovered in evidence and by inspection, the CTC took the unprecedented step of dismissing the application outright with no relief.

It directed CP Rail to improve scheduling, fix up stations and station platforms, provide proper accommodations for passengers on board trains and make an effort to tap potential summer tourist revenues. Only after these things have been done, and a suitable interval allowed for results, will CP Rail be permitted to submit another application.

David H. Jones, chairman of the CTC's railway transport committee, referred in the judgment to evidence that many passengers were forced to ride in the baggage compartment, some sitting on an old, unsecured waiting room bench and others at times hanging onto wall racks.

"I cannot help wondering how many passengers who have traveled on these trains on crowded days and have been forced to endure a journey in the baggage compartment would ever again wish to make their trip by train," he wrote.

Since the revelation at the August hearing the railway has replaced its RDC-3 car, which has 48 passenger seats, with an RDC-2 unit seating 70.

Business and community leaders in Ottawa and Montreal have joined the railway union leaders to protest plans of the Canadian National Railways to downgrade its Ottawa-Montreal passenger service.

CN outlined their plans in a recent letter to remove four conventional coach trains from service between the two cities by Feb. 1, 1971, and replace them with rail liners.

No dining car

The letter said that there will be no dining car service on the highly popular trains but that snack bar facilities will be provided.

Mr. Secord, George McDevitt, UTU vice-president and Peter Carew, executive secretary of the Canadian Railway Labour Association, said in a combined statement that Canada's capital and the nation's largest city deserve better treatment.

Mr. Carew said: "We think the railways should be required to maintain a minimum level of service—including meal service—before they can obtain government subsidies. In other words, we don't see why the public should pay up to 80 percent on substandard services which are losing money."

In a letter to MP's board of trade and other community leaders, Mr. Carew wrote:

"I would like to bring to your attention a letter which one of our affiliate organizations received from the Canadian National on November 28th, 1970.

"The communication gave notice that the Canadian National, effective February 1st, 1971, intends to change the character of its rail service between Ottawa and Montreal. It is their intention to substitute for the equipment now in use, namely,

rail coach service, rail liner service, a much inferior type.

"In effect this will mean that the present dining car facilities will be eliminated and replaced by a 'beverage and snack service.'

"As you are probably aware, dining car service, particularly on the morning and evening trains between both Ottawa and Montreal, is very well patronized. I would think it no exaggeration to say that the present meal service provided is a major factor in the decision of many of the paying passengers to travel these trains.

A minimum service

"It is our contention that the railway companies should be required to maintain at least a minimum passenger service throughout their networks and this minimum service would include adequate meal service of the type now provided on the Ottawa-Montreal runs.

"It has been our experience to witness, not long after an attempt such as is being made here to downgrade the service, and this is the only interpretation that can be placed on the Canadian National's intended action, a company application to discontinue its service on economic grounds. In other words, the company acts like the little boy who, having killed his parents, pleads for mercy because he is an orphan.

"We feel there are no grounds for the elimination of dining car service on these passenger trains. We see the attempt merely as one more step in the Canadian National's efforts to discourage the public from using passenger train service.

"It was just four months ago that Canadian Pacific Rail was successful in reducing its Ottawa-Montreal service by approximately 70 percent. Canadian National apparently does not wish to be left far behind and is beginning its attempt to make the service unattractive to the public.

"We feel that Ottawa, as the nation's capital should continue to have a fast, efficient and service-oriented system of rail passenger transportation between here and Montreal.

"On this basis we would urge you to join with us in protesting this latest move by Canadian National through the various channels, including the Minister of Transport, the president of the Canadian Transport Commission and Canadian National."

RR Amendment Benefits 90 Percent Paid

THE RAILROAD RETIREment Board has informed The Signalman's Journal that as of December 1, 1970 monthly rate adjustments, due under the recent 15 percent increase legislation, have been increased in 96 percent of the annuities that are in force and due an increase.

Retroactive payments have been made in 94 percent of the annuities that are in force and due an increase.

The increases due in terminated annuities began receiving payment in December.

Taking the in-force and terminated annuities together, the RRB reports they have completed work on 90 percent of the amendment work.

Beneficiaries who did not receive their increase or retroactive payments, are asked to be patient. Most of the remaining cases have to be processed manually.

Total benefit to all beneficiaries on the retirement rolls has increased by about $14.5 million a month as a result of the amendment increase. Retroactive payments of about $89.7 million have been paid so far.

Some 60,000 retired and non-retired employes who must cease railroad work in 1971 to avoid loss of supplemental annuity were sent such information by the Retirement Board in July 1970. These same persons whose closing dates will come up in the first six months in 1971 will receive a reminder notice in January 1971.

In June 1971 a similar reminder notice will be sent to those persons whose closing dates will come up in the last six months of this year.

The basis for the board's present notifications is the verified dates of birth from their Medicare enrollments and annuity records or retired employes. Through 1973, this method will take care of all annuitants who have to be notified and all employes who are over 65 and enrolled in Medicare.

The year 1974 will be the first year an employe can forfeit his supplemental annuity if he works beyond age 65. Consequently, the board needs to establish the birth date of people who are under age 65 so the board can notify them on a timely basis. For retired employes under 65, there is no problem because the board has the verified dates of birth established on their records.

In order to be able to reach non-retired employes so that they can make their plans accordingly, the board encourages railroad workers to submit proof of age when they attain age 62.

Non-Union Workers

THE COMMERCE DEPARTment predicts that the 1970 median wage increase for all unionized manufacturing employes will run between 6 percent and 6.5 percent —a full 2.5 percentage points higher than the median wage gains for nonunion factory workers.

The main reason for the difference, the department's Office of Business Economics said, is that wage increases for nonunion employes are "more subject to management discretion."

The Commerce Department estimated that increases in straight-time pay for nonunion factory workers will be between 3.5 percent and 4 percent down from about 5 percent in 1969.

Included in these averages are manufacturing workers who have to take a pay cut or go without a raise as well as those who get wage increases.

Brother R. R. Van Vactor, shown above, assumed the duties of General Chairman on the Atchison, Topeka & Santa Fe Railway on January 1, 1971. Dick replaces Brother W. H. "Bill" Lewis who retired on December 31, 1970.

Brother Van Vactor reminds all members on the Santa Fe that correspondence to the General Chairman should be sent to:

R. R. Van Vactor, G.C.
34574 H Street
Barstow, Calif. 92311

Plan For Employe Ownership Of Railroad Now Before ICC

RARE INDEED IS THE RAILROAD WORKER WHO HAS NOT AT least once said: "Now if we employes owned this company . . . . ."

The Interstate Commerce Commission has before it a request to give the 14,000 employes of the Chicago and North Western railroad that very chance, resulting in the most unusual business venture for employes that has ever taken place in the railroad industry.

A newly formed North Western Employes Transportation Corporation, whose stock will be owned by the people who work on the railroad, has consummated an agreement to take over the transportation assets of the 11,000 mile Chicago and North Western railroad. Under the terms of the agreement, it would assume some $400 million of publicly held debt of the North Western and pay $19 million in 20-year notes with no cash down payment. As Finance Magazine recently described it, "This is better than buying the railroad on a credit card."

The new corporation was formed by North Western's president, Larry S. Provo, who is also president of the new company. In a recent letter to the railroad's entire personnel Provo said that full information will be made available to every employe as soon as the required approval is obtained from the ICC.

"Participation in ownership in the new company by purchasing stock will be entirely voluntary," said Provo in his message. "The job future of each employe will in no way be dependent on whether or not he or she invests in the employe company. As a matter of fact, when we are in the position to present the stock offering to our employes we will at the same time urge them to contact their banker or other independent business analysts for independent advice."

Provo said 37 of 39 principal officers of the company have indicated they would subscribe for more than $900,000 in stock of the new company and that the plan has the support of the heads of a number of major railroad brotherhoods. In order to assure the broadest feasible employe participation, the minimum purchase would be fixed at 10 shares for $500 with the amount any employe wished to invest limited in accordance to salary levels. The employe company will offer up to 300,000 shares at $50 a share.

Provo said the new company, also known as NETCO, will reflect the faith officers and employes have in their railroad as evidenced by their commitment of their own resources in the company's continued development. Employe ownership would also help NETCO to communicate more effectively with government on city, county and state levels in the long term solution of many problems. Such employe ownership would also serve as a strong incentive for employes to provide the best possible service by their company to attract business that would result in growth and strengthening of the railroad.

Buying Power Slips

THE PURCHASING POWER of American workers was further eroded in November 1970 as consumer prices rose three-tenths of 1 percent from October, the Labor Department reported.

Gross weekly earnings for a worker with three dependents averaged $121.07 in November, a decline of 66 cents over the month. The worker's real spendable earnings—take-home pay adjusted for price increases since the 1957-59 base period—were down 60 cents from October.

Although the November rise in prices was less than the five-tenths of 1 percent increases in both October and September, the CPI went up four-tenths of 1 point to 137.8.

This means that it cost a worker $13.78 for goods and services in November that he could have purchased for $10 in the 1957-59 base period.

Mainly responsible for the November rise in the index were higher prices for consumer services, clothing, houses and cars. Food and gasoline prices declined.

Charges for consumer services were six-tenths of 1 percent higher than in October, led by house upkeep costs. Mortgage interest costs advanced because of higher house prices that more than offset a slight decline in mortgage interest rates, the BLS said.

Medical care costs continued to increase, up seven-tenths of 1 percent over the month, about the same rate of increase as in the May-through-September period.

Significant increases in the cost of transportation services were noted because of higher local transit rates and hikes in auto insurance premiums.

New car prices were up more than usual for the month, showing an increase of 1.6 percent. This was less than the rise in October.

The prices of apparel and clothing upkeep rose seven-tenths of 1 percent, pushed mainly by a 1 percent rise in women's and girl's clothes.

Before seasonal adjustments, food prices declined five-tenths of 1 percent from October led by a decline of 1.5 percent in the price of meats, poultry and fish. However, prices of dairy products and restaurant meals rose.

While most of the items in the transportation sector of the price index rose, gasoline prices declined six-tenths of 1 percent from October, the BLS noted.

RACO Announces Personnel Changes

EFFECTIVE DECEMBER 1, 1970 Mr. Joseph Aldern was appointed assistant to the president of Railroad Accessories Corporation with headquarters at Fridley, Minnesota. He was formerly general sales manager of the firm.

Mr. Aldern will report to the president and will be responsible for coordination of Sales, Customer Service and Production at the Fridley plant.

Effective December 4, 1970, Mr. E. R. Zebe was appointed vice president sales, Railroad Accessories Corporation, with headquarters at Chicago, Illinois.

Mr. Zebe reports to the president of Railroad Accessories Corporation, and will have responsibility for product sales of our Railroad Accessories Corporation and Marquardt Industrial Products Corporation.

BLS Reports What It Takes To Live

A TYPICAL CITY FAMILY of four needed an annual income of $10,664 last spring to maintain a moderate standard of living—about $600 more than in the spring of 1969, the Labor Department estimates.

The department's Bureau of Labor Statistics (BLS) reported that the cost of "lower level" and "higher level" family budgets also increased about 6 percent over the year.

For the much tighter "lower level" budget, which the BLS in the past described as "austere," a worker with three dependents living in an urban area needed $6,960 in annual income compared with $6,567 a year earlier.

The "higher level" budget—still a long way from luxury living—required $15,511 a year for an urban couple with two children, up from $14,589 in the spring of 1969.

Today, the family budget at all three levels would be even higher because living costs have climbed about 3 percent since spring, 1970. This would put the lower level at about $7,168, the intermediate level at $10,893, and the higher level at $15,976.

But even at the lowest of the three levels of living standards the average production worker would be in the "red."

A recent BLS report showed that in November 1970 average weekly earnings of production and nonsupervisory workers amounted to $121.07. If a rank-and-file employe earning this average put in a full 52 weeks on the job, his total annual income would come to $6,295.64 —more than $600 below the lower level budget set for spring 1970 and nearly $900 short of what that budget would cost today.

The budget figures cited are averages for the entire Country. Actually, costs varied significantly from city to city, higher in the big metropolitan areas and substantially greater in Alaska and Hawaii.

The BLS budget estimates are based on a family made up of a 38-year-old husband working full-time, a non-working wife, a son of 13 and a daughter of 8.

This is how the intermediate level budget would be apportioned over the year: food $2,452, housing $2,501, transportation $912, clothing and personal care $1,137, medical care $564, other family consumption $639, other costs $539, social security and disability insurance $387, and personal income taxes $1,533.

Cost of the lower level budget would be broken down as follows: food $1,905, housing $1,429, transportation $505, clothing and personal care $807, medical care $562, other family consumption $345, other costs $343, social security and disability insurance $345, and personal income taxes $719.

Spending of the higher level budget would go for: food $3,092, housing $3,772, transportation $1,183, clothing and personal care $1,655, medical care $588, other family consumption $1,056, other costs $903, social security and disability insurance $387, and personal income taxes $2,875.

The BLS noted that the cost of all food—eaten at home and away from home—accounted for 34 percent of the lower budget, 30 percent of the intermediate budget and 27 percent at the higher level.

And while medical care costs took 10 percent of the lower level budget, they accounted only for 7 percent at the intermediate level and 5 percent at the higher level.

Spending for shelter at the lower level—based on a rented dwelling unit—was 26 percent of all consumption costs. This was below the portion spent on housing in the intermediate and higher level budgets, which are based mainly on home ownership and upkeep costs. The intermediate budget allotted 33 percent for housing and the higher level budget 34 percent.

Consumption costs in metropolitan areas were about 8 percent higher than in non-metropolitan urban areas for the lower budget, the BLS reported.

The metropolitan-nonmetropolitan difference was 13 percent more for the intermediate budget and 17 percent more for the higher level.

Total budget costs were lowest in the South, the BLS noted, where small cities had the lowest indexes at all three levels.

Former Local Chairman Appointed BN Director Signal Engineering

A PROUD MOTHER AND WIFE OF A FORMER B. OF R. S. General Chairman on the C.B.&Q. recently wrote to the Signalman's Journal informing us of her son's recent promotion.

Mrs. Laura Essman, Grand President-Emeritus Ladies Auxiliary, Brotherhood of Railroad Signalmen, and widow of C. L. Essman, who served for 27 years as the Signalmen's General Chairman on the Chicago, Burlington & Quincy Railroad, informed the Signalman's Journal that her son, Art L. Essman, was recently appointed Director Signal Engineering of the new Burlington Northern, Incorporated. The Burlington Northern, the new north-west railroad is now the largest carrier in the United States.

Art Essman served as Local Chairman of Construction on the C.B.&Q. until his promotion to the Signal Engineers' office in Chicago in 1928. After becoming a railroad officer in 1937, one of Essman's assigments was handling labor matters with Signalmen General Chairman C. L. Essman. During the time this "Father and Son" combination faced each other across the table, there was never a grievance that wasn't settled between them, Essman stated.

Having come from the ranks of labor and a labor family, Art Essman reported he feels the goals of Labor and Management are not too widely separated and by better communication between them can be better concentration on common objectives.

Mrs. Essman, who is now 84 years young and residing in Burbank, California commented on her son's promotion as follows: "I may be excited and too proud, but I don't think so." Mrs. Essman also stated that she has great pride in the accomplishments and contributions that her family has made to the Signaling industry and the Labor movement over the years.

UAC Answers Questions About TurboTrain

TURBOTRAINS HAVE BEEN IN OPERATION IN REGULAR passenger service between Boston and New York City since April of 1969. They have also been in service between Montreal and Toronto, Canada, since last May. Since the beginning of the program the United Aircraft Corporation—builder of the TurboTrain—has received numerous requests for information. The following fact sheet, prepared by United Aircraft, summarizes the questions and their answers:

What Is The TurboTrain?

The TurboTrain is a modern, turbine-powered, streamlined, high-speed passenger train operating in regular commercial service. It is the only new fully-developed, non-electrified intercity train produced in North America in the past 15 years.

Who Developed TurboTrain?

United Aircraft Corporation designed, built and developed the TurboTrain at company expense in order to help solve the growing intercity transportation crisis. These trains are operated by the Penn Central between Boston and New York through a lease agreement with the U.S. Department of Transportation and between Montreal and Toronto by the Canadian National Railways.

Is Improved Rail Passenger Service Feasible Without Vast Capital Outlays?

Yes. With the existing trackage, the TurboTrain has cut running times between Boston and New York by 36 minutes, to three hours and 39 minutes, and the 335-mile Montreal to Toronto trip nearly one full hour.

How Does TurboTrain Reduce Schedules?

The TurboTrain maintains a higher average speed by increasing the slow speeds at which conventional trains must negotiate curves. A unique suspension system which banks the car body inward on a curve, as in an airliner, along with improved acceleration and deceleration characteristics, are the key features.

Is Further Schedule Improvement Possible?

Yes. While the present New York-Boston schedules include a top speed of 110 miles per hour for a limited distance, with the normal limit of 79 miles per hour over most of the trip, the TurboTrain was tested to 170 miles per hour. If comparatively modest investments were made to improve track, signals and grade crossing protection, schedules of three hours (New York-Boston) with four intermediate stops can be attained.

Do TurboTrains Add To Air Pollution?

No. The normal passenger load carried by a seven-car TurboTrain can remove 228 automobiles from the highways if the passengers did not use their autos. These autos have approximately 40,000 hp total, compared to only 1,600 hp for the TurboTrain. Furthermore, because of the high efficiency of the gas turbines, their effluents are only about one-quarter that of internal combustion engines of equal horsepower.

Has The Public Accepted The TurboTrain?

Yes. The TurboTrain load factor between New York and Boston has been averaging approximately 67% since April 1969, versus about 30% for passenger trains nationally. Because of the size of the program (three-car train), only limited advertising has been used.

Do Passengers Like The TurboTrain?

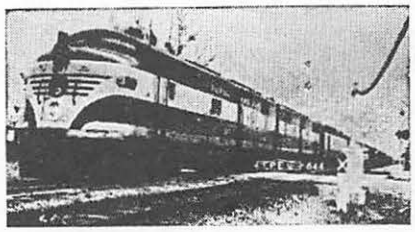
Yes. A U.S. Department of Transportation survey conducted from October 1969 to January 1970 shows the following results:

Transportation Mode Used By Passengers On Previous Trip

Train	51%
Auto	23%
Bus	20%
Plane	5%
Other	1%

Transportation Mode Choice Of Some Passengers After Riding The TurboTrain

Train	74%
Auto	13%
Bus	10%
Plane	2%
Other	1%



Note: A previous study by the U.S. Department of Transportation almost a year earlier (May 1969) yielded equally good results, indicating continued acceptance over a long period.

Can The TurboTrain Be Used On Any Intercity Corridor?

Yes. Since the TurboTrain does not rely on electric power, it can operate on any standard-gauge railroad in the world. An electric drive system is also available to enable operation in tunnels and enclosed areas where third rail is available.

Can The TurboTrain Be Improved By Further Development?

Yes. Like any new system, further development will yield improvement.

Canadian Unemployment Moving Higher

UNEMPLOYMENT HAS reached alarming proportions throughout Canada as evidenced by the latest official figures. An estimated total of 538,000 Canadians are now out of work; of these 218,000 are young people below age 25—four out of every 10 unemployed.

While the Canadian average of 6.5 percent of the total labour force is bad enough, Quebec, with 8.4 percent, and the Maritimes with 8.3 percent, are hit even harder. Almost half of all unemployed Canadians—46.7 percent—live in these two regions.

This is an appalling sign of the government's indifference to the greatest economic problem Canada faces today.

This terrible waste of Canada's talents and resources could have been avoided if the government had taken responsible action a year ago when it knew what was in store instead of having pursued excessively tight economic policies which have been largely instrumental in bringing about the present crisis.

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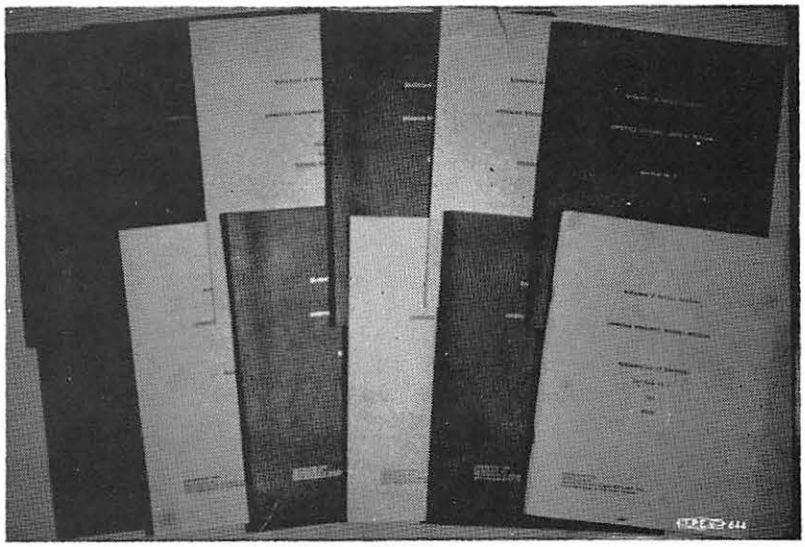

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Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. R. T. Bates, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
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LOCAL LODGE NEWS

By, for and about B. of R. S. members

E-L General System Committee Meets

A General Committee meeting of the Erie Lackawanna System Committee was held at the AFL-CIO Labor Temple in Meadville, Pennsylvania on December 4, 1970.

The meeting was called to order at 10:00 a.m. by General Chairman S. J. Muzi with the following local chairmen present: W. J. Bossman (37), D. R. Popper (45), J. R. Downs (64), W. A. Radziewicz (68), C. Tillotson (117), F. D. Stevens (145), R. Devine (145) and T. W. Shoemaker (181).

Vice President B. H. Steuerwald and Director of Research W. D. Best were also present.

The first order of business was the discussion regarding the condition of camp cars. Letters sent to G. W. Maxwell, president of the E-L Railroad, and other E-L officials by the officers of our brotherhood were read to the committee.

The horrible condition of the camp cars has been brought to the attention of management on many occasions. They simply are not repairing the cars in accordance with our agreement rules.

Some gang men are staying in hotels or motels until such time the cars are repaired. The bills incurred by these gangmen will be forwarded to management on the regular expense sheets.

A motion carried unanimously giving authorization to the General Committee requesting that Grand Lodge issue a strike ballot among members of the E-L system due to unsatisfactory conditions. It was suggested that all local chairmen write to General Chairman Muzi giving him information concerning complaints about claims and grievances.

A general discussion on the merger agreement was held. Other subjects discussed were: deductions from employes' pay checks without any explanation, and protected rates for members on vacation.

After recessing for lunch, the financial condition of the General Committee fund was discussed. The fixed quarterly expenses were listed and the amount of per capita tax needed to provide the General Committee with sufficient funds to operate was suggested.

The committee voted that effective January 1, 1971 the per capita tax to the General Committee will be increased to $14.00 per quarter and also recommended each local in the E-L General Committee increase their quarterly dues to $35.00.

Because the General Committee still owes retired General Chairman W. D. Wilson six weeks vacation pay for previous years, and due to the low funds at the present time, a motion to levy an assessment of $10.00 on each member, payable to the E-L General Committee in the first quarter of 1971, carried. The $10.00 assessment will pay all outstanding bills and give General Chairman Muzi the funds needed to properly carry on his work.

Requests to lower the hours of monthly rated foremen and also for a differential for men required to drive trucks or company vehicles was discussed and will be handled by General Chairman Muzi.

The next General Committee meeting will be held in Salamanca, N.Y. during the first week in October 1971.

S. J. Muzi

Illinois Central

Lowes, Ky. (46). A surprise retirement party was given in honor of Supervisor of Signals G. B. Newman at Kentucky Maid Restaurant, near Kentucky Lake, on July 11, 1970, by signal employes serving under his super-

The Erie-Lackawanna General Committee met in Meadville, Pennsylvania on December 4, 1970. Those attending are shown above, left to right, front row: D. R. Popper, C. Tillotson, General Chairman S. J. Muzi and Vice President B. H. Steuerwald. Second row, left to right: J. R. Downs, W. A. Radziewicz and R. Devine. Third row, left to right: J. E. Dairy, W. J. Bassman, R. D. Stevens and T. W. Shoemaker.

From the figures on the blackboard this meeting looked more like a math class than a General Committee's meeting. Those seated at the table and explaining the General Committee finances are, from left to right: Director of Research W. D. Best, Local Chairman J. R. Downs, General Chairman S. J. Muzi and Vice President B. H. Steuerwald.

vision and by his successor, Mr. M. R. Keeling. He was presented with a very nice retirement gift of a money tree beautifully decorated with $20 bills.

Mr. Newman's retirement became effective on May 1, 1970. He had more than 45 years of service with the Illinois Central Railroad. He also was supervisor since 1949, and remained a paid-up member of Local 46 through most of these years.

Mr. & Mrs. Newman reside at P.O. Box 194, Ledbetter, Kentucky. But they spend much of their time in their house trailer on beautiful Kentucky Lake, which lies only a few miles away.

I am sure all who have served under Mr. Newman's supervision join me in extending best wishes to him and to his lovely wife, Mary, for a long, healthy and happy retirement.

B. J. WOODRUFF

B&O-Western Lines

Dayton, Ohio (94). Brother R. H. Brotherton of Hamden, Ohio retired as signal inspector on the Ohio Division on December 11, 1970.

During his more than 40 years on the Baltimore and Ohio Railroad Brother Brotherton served, starting June 1, 1927 as a signal helper. On September 14, 1936 he was promoted to the position of assistant signalman and signalman and on July 10, 1937 he was promoted to the position of leading signalman and signal foreman.

On April 1, 1970 he assumed the position of signal inspector, the position he held at the time of his retirement.

The officers and members of Local 94 join Brother Brotherton's many friends in wishing him a long, healthy and happy retirement.

J. H. McBrayer, signal helper, from Chillicothe, Ohio resigned from the Signal Department on November 27, 1970 at Cincinnati, Ohio. G. F. HAMMOND

C. M. St. P. & P.

Minneapolis, Minn. (220). The regular meeting of Local 220 was held on January 9 at the Redmens Club, Red Wing, Minn.

The meeting was called to order at 10:20 a.m. by T. C. Goodier. Roll call noted six officers and seven members present.

We were very fortunate in having Vice President M. B. Frye and our General Chairman L. T. Davies in attendance.

Vice President Frye gave a very interesting and informative talk on the wage negotiations and answered some of the brothers questions about the railroad strike on December 9.

Brother B. R. Lunberg was reported sick. He had surgery on January 7 for removal of a cataract on his right eye. He had surgery on his left eye last January. He is coming along fine.

The meeting was adjourned and a very good lunch was served by several of the members.

Our next meeting will be in St. Paul, Minn. in May; date to be announced later. M. E. REEVE

S.P. Retired Signalman Enjoys Birthday

The journal recently received a letter from a retired former Southern Pacific Signal Foreman Martin Moyer reporting his 83rd birthday.

Brother Moyer, a former member of Local 152, was employed as a signal foreman at Portland, Ore., at the time of his retirement on December 15, 1952.

A resident of Springfield, Ore., for the past 62 years Brother Moyer was honored at a surprise birthday party at his home on December 13th. Approximately 60 friends and relatives called during the afternoon party.

A daughter, Mrs. Elva Brown, and twin grandsons, Martin and Myron Brown, assisted by neighbors, helped in carrying out the surprise party.

Brother Moyer has lived in his present home for 42 years and reports that while he suffered a stroke a few years ago that impaired his left side, he has regained his ability to walk.

He reports that he is enjoying his retirement and is keeping up on signalmen activities by reading his Signalman's Journal.

ED.

Brother Martin "Mutt" Moyer, a retired member of Local 152, is shown above celebrating his 83rd birthday.

Rock Island

Sheffield, Ill. (183). The regular fourth quarter meeting of Local 183 was held at Amvets Post 145-1004 16th Avenue, East Moline, Ill. November 22, commencing at 1:00 p.m. Meeting called to order by 1st Vice Chief M. P. White in absence of Chief Signalman W. F. Berneking. There were nine members present along with General Chairman A. E. Ketterman and Vice President C. S. Chandler.

Meeting got under way with roll call of officers, with seven officers present.

Reading of previous minutes and minutes approved as read.

Application for one new member was presented. Vote taken and new member accepted.

Much discussion that Grand Lodge provide the Rock Island General Committee and the membership with full-time representation. Vice President Chandler answered all questions on this matter.

Members of Local 220 are shown above as they gathered for a recent meeting at Red Wing, Minn. From left to right, they are, front row: Brothers G. Nelson, J. Schones, J. Blum, L. E. Ferris, M. E. Reeve and Les Covey, Attorney Rerat's Public Relations Counselor. Second row, left to right: T. Goodyear, General Chairman Leo Davies, R. Olson, D. Webber, M. D. Collinge and M. Johnson. Vice President M. B. "Pete" Frye served as the photographer.

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Local 183 passed a motion that Grand Lodge provide the Rock Island General Committee and the membership, with full time representation. Such representation to be financed by a General Committee per capita tax of $16.50 per quarter effective Jan. 1, 1971. Although Local 183 passed the motion, it was decided to put it up to a vote of the members to find out if it has the support of the members of Local 183. All members of Local 183 should now have their ballot as they have been mailed.

Meeting adjourned at 3:30 p.m. Free lunch was served. Next regular meeting to be held at the Ranch House Motel, Bureau, Ill. Hope to have a good turn out from the boys on the east end and the Chicago area.

K. L. MISAK

Canadian National

Local 118 held its second annual Pensioners Dinner Dance in Montreal, October 31. Attendance was up from last year and all reports show everybody had an enjoyable evening.

Again this year we honored three pensioners. They were: Brothers George Fellows, Lucien Lalanne, and Albert Levasseur, who were presented with a small gift from the local.

It was also a pleasure for us to have in attendance our President C. J. Chamberlain and Secretary-Treasurer Tom Bates.

A vote of thanks to Brothers T. Binzberger and E. Gurinskas for their work on the entertainment committee and making the party such a success. We wish to thank all those who attended and wish all our retired brothers a long and happy retirement.

A. CUNNINGHAM

Penn Central

Rochester, N.Y. (93). The quarterly meeting of Local 93 was held on November 13 at the Churchville American Legion Home. The meeting was called to order by Chief Signalman J. C. Bean.

Secretary G. L. Carruthers reported on our financial condition and the need to raise our dues to meet our increased per capita tax to Grand Lodge. A motion was made and passed to increase our quarterly dues to $25.00 starting January 1, 1971.

The following were present at the November meeting: R. R. Abbott, J. C.

Honored Guests at Local 118 Second Annual Retirement Party.

Brother George Fellows and wife.

Brother Albert Levasseur and Grand Lodge Representative H. A. Stockdale.

Brother and Mrs. Lucien Lalanne.

Retired Brothers Francis Wambre and Norman LeBeau.

President C. J. Chamberlain, General Chairman C. R. Scott, Grand Lodge Representative H. A. Stockdale and Secretary-Treasurer R. T. Bates.

Grand Lodge Representative A. N. Cotton and Asst. General Chairman J. Platt.

Bean, J. E. Biedeck, R. M. Burt, R. C. Carlisle, G. L. Carruthers, L. J. Delaney, A. L. Frame. R. E. Lemmey, J. M. Packard and R. C. Phelps.

Our next meeting will be held February 12, 1971 at the American Legion Home, Route 33, Churchville, N.Y.

R. C. CARLISLE

Obituary

Card of Thanks

With gratitude I want to thank the members of Local 105, Brotherhood of Railroad Signalmen, and all other signalmen for the flowers and sympathy in the death of my husband, Michael Bergman.

To know they still cared and remembered him makes my heart glad.

Again I say thank you.

Mrs. Michael Bergman

V. E. Shepler, retired member of Local 94, Baltimore & Ohio Railroad, passed away November 21, 1970. He was in his seventies.

Brother Shepler started work with the Signal Department of the Baltimore and Ohio Railroad on September 23, 1918 and retired after 44 years of service as Signal Inspector, Newark, Ohio, August 1, 1962.

Brothers J. A. Cobel and C. W. Foster served as two of the pallbearers.

The officers and members of Local 94 extend their deepest sympathy to his wife and family. J. A. COBEL

Germain A. Clouse, retired member of Local 112, Penn Central, passed away December 9, 1970. He was 77.

Brother Clouse started to work for the Pennsylvania Railroad as a lamp man back in 1914. He also worked as a trainman.

He started working in the signal department in 1918 and worked his way up from a signal helper to a signalman, (lineman). In 1936 he was promoted to assistant foreman.

O.T., as everybody knew him, was one of the best signal maintainers and was working at Springdale, Pa. at the time of his retirement in August 1961, having completed 48 years of service.

He is survived by his wife, one daughter and three sons, to whom the officers and members of Local 112 extend deepest sympathy. D. R. DUNNING

Charles V. Kelleher, member of Local 5, Penn Central (New Haven R.R.) passed away November 11. He was 65.

Brother Kelleher has been on a disability annuity for several years.

The officers and members of Local 5 extend their deepest sympathy to the surviving members of his family.

J. ROY

Robert W. Wood, member of Local 179, Southern Pacific Transportation Company, passed away as a result of injuries sustained in an accident on December 26, 1970.

Brother Wood, a signal maintainer with over 30 years of service on the Southern Pacific Railroad, was on call repairing a signal failure in the early hours of the morning when the accident took place. The accident occurred when the vehicle Brother Wood was driving was hit by a Southern Pacific train.

Brother Wood was in charge of an SP signal district which included the City of Chiloquin, Oregon, where he lived and had served as mayor for two terms.

He was active in many civic and

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fraternal affairs and was deeply interested in youth activities.

Brother Wood is survived by his wife, Marguerite; a daughter, Mrs. Paul Rohrer; son, Robert Wood, Jr.; stepdaughter, Mary Ann Nork; stepson, Charles Wagner; and five grandchildren to whom the officers and members of Local 179 extend their deepest sympathy.

D. R. THOMAS

Michael Bergman, retired member Local 105, Seaboard Coast Line Railroad, passed away November 17. He was 77.

Brother Bergman, known by his friends as "Mike", was born in Estonia. He served in the U.S. Army during World War I. He began his railroad career in 1913, on the Atlantic Coast Line Railroad. He worked on the L&N Railroad for about three years before entering service as a signalman with the Seaboard Air Line Railroad in 1927. Mike retired from the Seaboard on November 29, 1962.

Brother Bergman was a faithful member of Local 105 and carried his yearly membership card with pride.

The officers and members of Local 105 extend their deepest sympathy to his wife, Mrs. Josephine Hicks Bergman.

G. A. HARRINGTON

Richard L. Miller, member of Local 119, Burlington-Northern, Inc., passed away from injuries sustained while repairing a broken crossing gate east of Hastings, Nebraska on December 17, 1970. He was 42.

Brother Miller worked on the Chicago, Burlington & Quincy Railroad since October 7, 1946 having been a foreman in System Construction prior to taking the maintainer's position at Hastings, Nebr. He served in the Armed Forces and was in the Korean War.

"Speed", as he was known by his many friends and working associates, was a regular in attending meetings of Local 119, Brotherhood of Railroad Signalmen, and served in many offices in the local. His contribution will be missed by the members of Local 119.

He is survived by his wife, Clyda, and five children to whom the members of Local 119 extend their deepest sympathy and condolence.

W. W. LAUER

R. B. Thompson, member of Local 72, Missouri Pacific Railroad, passed away October 27, 1970. He was 48.

Brother Thompson was employed with the Missouri Pacific as a signalman since 1946. He served with the U. S. Navy during World War II and was a member of the First Baptist Church, Jefferson City, Roscoe Enloe Post No. 1003 American Legion, and Brotherhood of Railroad Signalmen.

"Bert", as he was known by his friends and co-workers, was an assistant signalman working out of Jefferson City at the time of his death.

He is survived by his parents, Mr. and Mrs. Arthur Thompson, Osage City; one brother, Quentin Thompson, of Centralia; and one sister, Miss Elizabeth Thompson, of Jefferson City.

ED.

John L. Winchell, retired member of Local 119, Chicago, Burlington & Quincy Railroad, passed away December 26. He was 73.

Brother Winchell began service as a helper on May 19, 1943 at Fairfield, Iowa. He worked in construction in Illinois, Iowa and Nebraska on CTC installations. After various relief maintainer jobs, began work as maintainer at Creston, Iowa in July of 1953, the position he held when he retired on November 30, 1964, after completing 22 years of service.

He is survived by his wife, three daughters, and two sons.

The officers and members of Local 119 offer their deepest sympathy to the members of his family.

W. W. LAUER

Kenneth E. Graham, member of Local 79, Penn Central, passed away after a long illness on November 24. He was 51.

Brother Graham started his railroad career in the signal department in 1953 and worked in the Columbus, Ohio area.

He is survived by his wife and two children to whom the officers and members of Local 79 extend their deepest sympathy. ROBERT E. STEGALL

Allen H. West, member of Local 5, Penn Central (New Haven R.R.) passed away November 7. He was 44.

Brother West hired out as a helper on June 15, 1944, became an assistant signalman October 1, 1951 and on September 15, 1969 became a signalman, the rank he held at the time of his death. He was a member of the New London, Conn. Signal Gang.

The officers and members of Local 5 extend their deepest sympathy to the surviving members of his family.

J. ROY

Earl M. Novinger, retired member of Local 50, Penn Central Railroad, Harrisburg, Pa., passed away November 23. He was 69.

Brother Earl retired on March 20, 1967 after 49 years of service.

The officers and members of Local 50 extend deepest sympathy to the surviving members of his family. ED.

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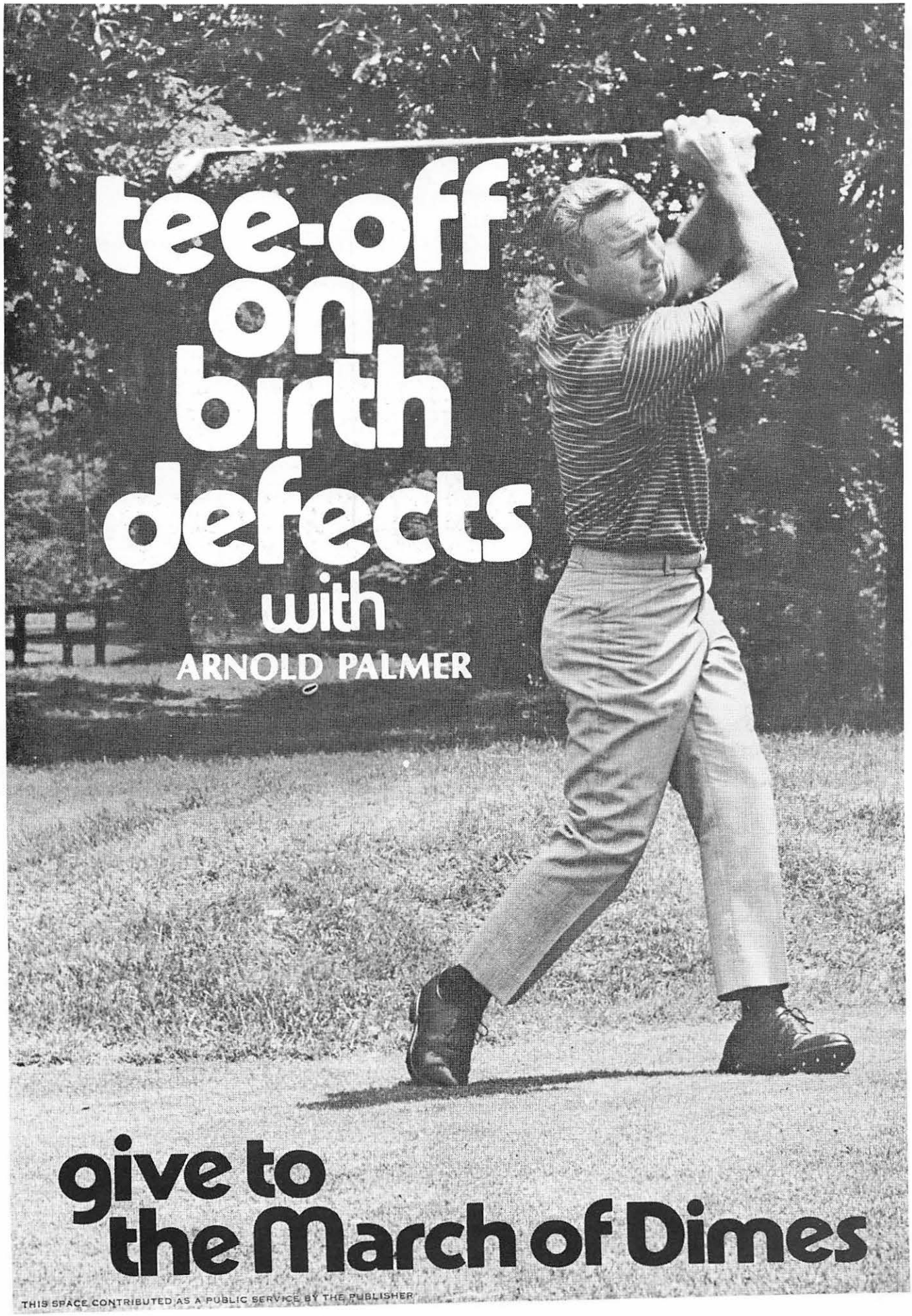
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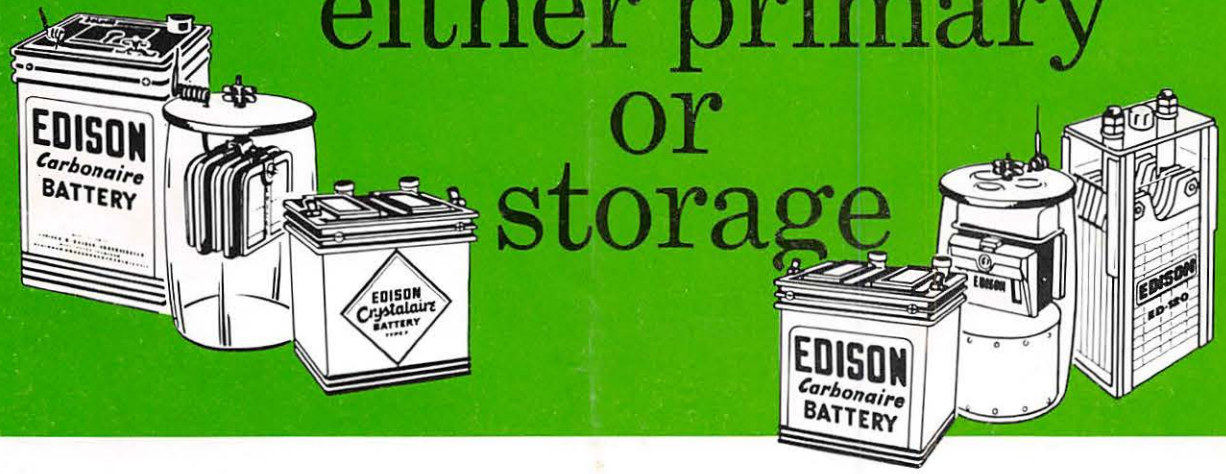

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